

ALL HANDS

- It's showtime!
- Stemming the rising tide
- Call of the whales

NOVEMBER
1993



Uniform changes

New jacket and sweater authorized

A Navy black jacket, 55/45 polyester/wool with a stand-up knit collar, has been approved for optional wear by officers and chief petty officers with service and working uniforms (summer khaki, summer white, winter blue, winter working blue and working khaki). Additionally, the jacket is authorized for wear in lieu of the service dress blue coat when the service dress blue uniform is worn. The wooly-pulley sweater is an option with this combination. (The jacket is an option for Navy khaki and black (blue) jackets, not a replacement.)

The jacket will soon be available at Navy Exchange Uniform Shops or can be ordered through the Uniform



Support Center, Suite 200, 1545 Crossways Blvd. Chesapeake, Va. 23320 (1-800-368-4088). The jacket is worn in the same manner as the Navy khaki and black (blue) jackets.

A black V-neck style pullover sweater has been approved to replace the blue crew neck (wooly-pulley). The V-neck style sweater is available in both light (acrylic) and heavy (wool) weaves and will be worn in the same manner as the blue wooly-pulley sweater. The blue wooly-pulley sweater is authorized for optional wear until Oct. 1, 1995. After this date, the blue wooly-pulley may not be worn ashore. However, a ship's commanding officer can authorize the blue wooly-pulley for shipboard wear. See NavAdmin 139/93 for details. ■

Inside

ALL HANDS

NOVEMBER 1993 • NUMBER 919

4 **Reach the Beach**
Joint forces deliver the goods

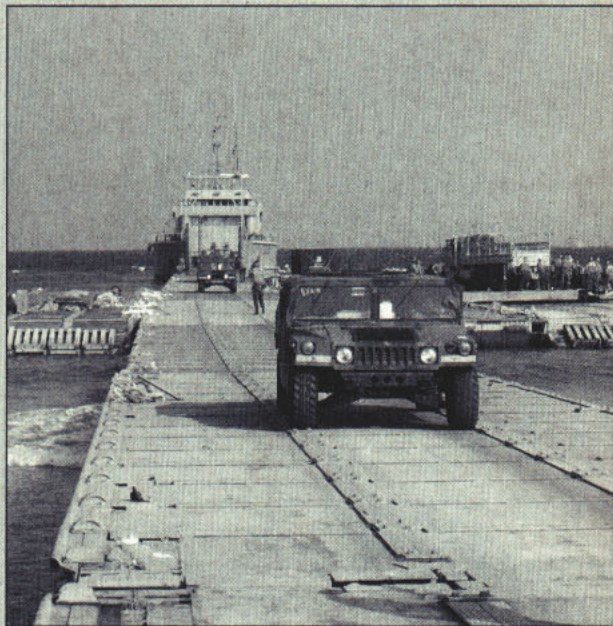
6 **Seafair '93**
Sailors celebrate in Seattle

10 **Veteran's Day**
Remembering the unsung heroes

14 **Sara's sailors**
Provisions from the HEART

16 **ChoLES(S)terol**
Reduce your level

20 **The heat is on**
Keep the homefires burning



See Page 4



See Page 39

21 **Military gladiators**
Battling forces in Hollywood

26 **Surface Line Week**
Seamanship showdown

30 **Eastern exposure**
Glasnost and the Navy

36 **Big mikes**
If we could talk to the mammals

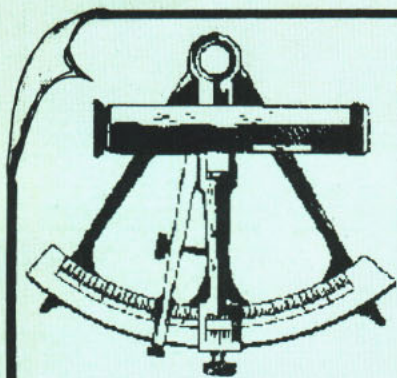
39 **Capture the moment**
50 years of Imaging

42 **Baggin' it**
Midwest flood relief

On the Covers

Front: Marine Cpl. Freddie Thompson and his teammate captured the Armed Forces championship on "American Gladiators." The show airs November 6. Photo by JO2 Ray Mooney.

Back: Delayed Entry Program members from Navy Recruiting Station Festus, Mo., help Missouri residents fight the rising Mississippi River. Photo by JO1 Dan Hetlage.



From the charthouse

Navy expands PRD transfer window

To increase assignment opportunities for sailors and help improve fleet readiness, the Navy is expanding the projected rotation date (PRD) transfer window.

Detailers can now issue orders for enlisted personnel to transfer up to three months prior to PRD and up to four months after PRD. "These changes will allow greater flexibility in accommodating a member's duty preferences, while meeting training and fleet requirements," said CAPT Tom Russell, director of enlisted assignments at the Bureau of Naval Personnel (BuPers).

Previously, the PRD window was one month prior and three months after PRD for E-1 through E-7 personnel and two months prior and four months after PRD for E-8 and E-9 personnel.

The expanded PRD window will give BuPers more flexibility to meet class convening dates for training, fill gapped billets

and help correct sea-shore imbalances in some ratings. For more information, see NavAdmin 104/93.

Fee increases at child development centers

A change to DoD policy governing child development center (CDC) fees defines family income as all income listed on an individual's leave and earnings statement.

Earned income includes all income received from working, even if it's not taxable. Basic quarters and subsistence allowances, in-kind quarters pay earned in combat zones, etc., are considered earned income. Cost-of-living allowance (COLA) and variable housing allowance are not included.

The change to income

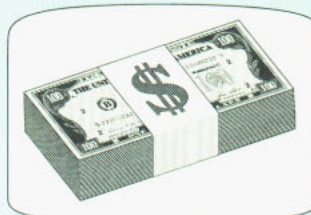


levels will result in increased fees at CDCs, but will be offset by an adjustment to the income bracket levels.

Student loans available to sailors and Marines

Student loans designed specifically for sailors, Marines and their families are now available from University Support Services, Inc. (USS).

Available for private



high school, undergraduate and graduate students, the "All Ahead" loan program can provide up to \$25,000 a year at approved schools. Applicants must be credit-worthy U.S. citizens or permanent residents, earn a minimum of \$15,000 a year and have been employed at their current job for at least a year. If an applicant doesn't meet these requirements, a cosigner who does is necessary to approve the loan.

For more information about the "All Ahead" loan program, call (800) SOS-LOAN.

Beware of advertisements for SGLI dividends

False rumors, newspa-

per articles, advertisements and flyers have appeared in some areas of the country alleging that legislation was passed by Congress which entitles veterans to a dividend on their Servicemen's Group Life Insurance (SGLI).

These rumors allege that current and former military personnel are entitled to this dividend, regardless of whether or not they still carry the insurance. Some flyers and advertisements offer free assistance in obtaining the dividend. This free advice often results in a high pressure sales pitch for life insurance.

According to a Veterans Administration advisory which responds to such rumors, there have never been any dividends, rebates or refunds due to surplus funds in the SGLI program.



Personnel can help eliminate the rumor by passing this information to friends, shipmates and other veteran's groups.

Working uniforms authorized off base

The Chief of Naval Operations approved a test of wearing the working uniform (including dungarees) to and from work for Atlantic and Pacific fleet sailors.

Uniforms must be clean and well-cared for. They may be worn only while commuting to and from work in private vehicles with no stops allowed along the way.

The uniforms covered in the test period include working khaki, dungaree with ball cap or white hat, utility green working uniform, camouflage uniform and working winter blue.

New training video

Every year motor vehicle mishaps are the No. 1 cause of accidental deaths in the Navy. To reduce motor vehicle accidents, deaths and disabilities, the Manocherian Foundation, Inc., produced the video "The Aftermath."

The 25-minute documentary features Bruce Kimball, the Olympic diver who drove drunk through a crowd of teenagers, killing two and

injuring several others.

The video concentrates on the pain suffered by the victims and their families, and encourages responsi-

ble behavior regarding drinking and driving.

For a copy contact your command safety representative.



Navy announces eligibility for 15-year retirement program

Commanders with at least two years' time-in-grade, lieutenant commanders passed over for promotion to commander and senior chief and master chief petty officers in 61 overmanned ratings will be eligible for the new 15-plus year retirement program recently approved by DoD.

Those eligible for 15-plus year retirement on a purely voluntary basis include:

- Chief warrant officers (CWO2/3/4) with 17 to 20 years of service, at least three years commissioned service and two years time-in-grade.
- Limited duty officer lieutenants with 17 to 20 years of service, at least eight years commissioned service and two years time-in-grade.
- Once passed-over lieutenant commanders (with some exceptions, such as doctors and dentists, who are not eligible).
- Commanders who have two years time-in-grade (with some exceptions).
- Senior and master chief petty officers in certain skill areas, and with 17 to 20 years of service.

Detailed information on eligibility and application procedures can be found in NavAdmin 111/93. The message also explains how retired pay is calculated. The table below gives approximations of the monthly pay for eligible Navy personnel.

Estimated Early Retirement Monthly Pay

Yrs./ Serv.	15	16	17	18	19	20
E-9	909.15	1003.20	1076.70	1177.96	1255.32	1361.00
E-8	790.40	874.56	937.99	1027.04	1094.94	1193.00
W-4	1045.00	1166.40	1251.30	1374.94	1466.19	1609.00
W-3	913.90	1014.72	1089.31	1201.48	1281.06	1416.00
W-2	820.80	915.84	982.61	1085.84	1158.30	1270.00
O-3E	1212.20	1306.56	1402.62	1500.38	1599.84	1701.00
O-2E	1026.00	1105.92	1187.28	1270.08	1354.32	1440.00
O-1E	868.30	936.00	1003.95	1074.08	1145.43	1218.00
O-5	1363.25	1579.20	1695.56	1916.88	2044.35	2240.00
O-4	1287.25	1448.64	1554.91	1709.12	1822.59	1938.00
O-3	1194.15	1287.36	1382.25	1478.82	1576.08	1676.00

Reach the beach

Joint forces deliver the goods

Story by Pat Antenucci, photos by PH3 Gregory J. Smith

To a novice, the entire scene looked like an erector set gone wild. Every ship was equipped with numerous devices designed to turn, lift and manipulate cargo. Pier and barge constructions were better than "Lego" wizards might have fashioned, and ingenious roads were created with grids to allow free movement of heavy vehicle traffic on sand.

Recently, more than 4,000 Navy, Marine, Army and Coast Guard men and women unloaded 1,371 wheeled and tracked vehicles, in addition to 950 pieces of container cargo, from sealift ships during a month-long joint logistics over-the-shore (JLOTS) exercise conducted Camp Lejeune, N.C.

"We can use sealift anywhere in the world to get critical assets ashore," said CDR Dean Vidal, commanding officer of Amphibious Construction Battalion 2. "A theater commander-in-chief (CinC), such as CinCLant or CinCCent, could call for this capability and this joint force could deliver."

JLOTS III, an extension of Operation *Ocean Venture '93*, tested the military's ability to establish and sustain combat operations, and

unload cargo ships, onto an unimproved beach, necessary in areas of the world where port facilities are inadequate or nonexistent.

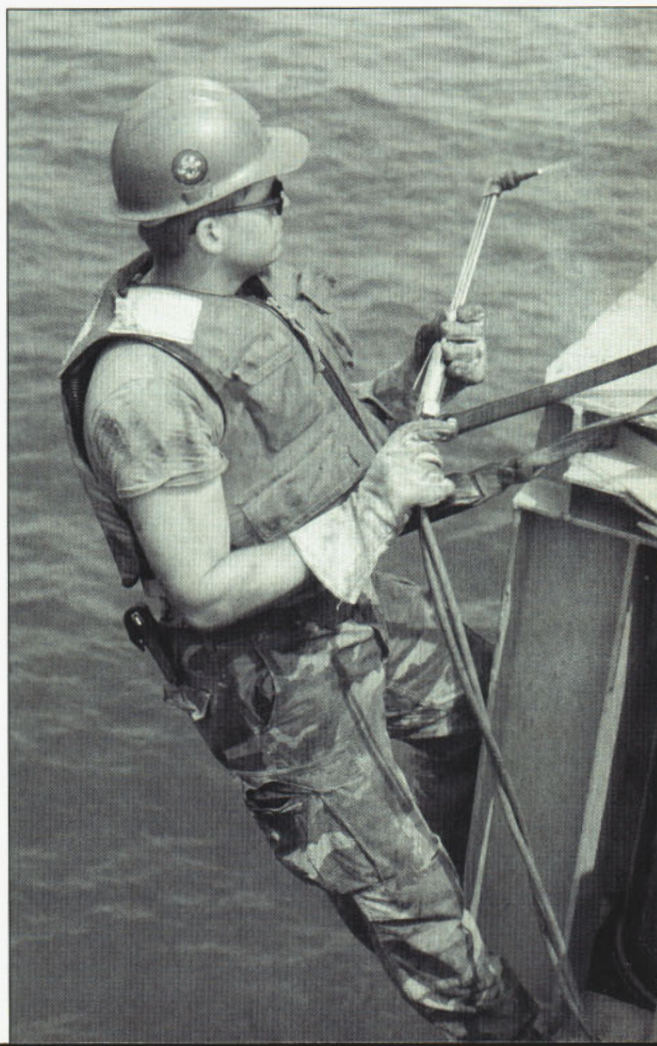
"There is nothing like this. What you see here are complimentary systems," said Vidal. "JLOTS has taken capabilities designed for Navy amphibious assault and Army logistics support, tuned them up and organized them as a joint capability."

Navy commanders on scene said JLOTS proved that in a real-world situation, everything needed to build sustained operational capability could come directly from ships.

"This power-projection — containers, barge ferries, boats on the beach — deliver a tremendous one-two punch," said Vidal. "We have a well-coordinated capability that

a CinC in any theater could call for with confidence." □

Antenucci works for Commander, Naval Reserve Force, New Orleans. Smith is assigned to Amphibious Construction Battalion 2, Little Creek, Va.



SW2 James Tinker prepares to weld parts of the elevated causeway.



Cargo Shipped During JLOTS III (one month period)



435 Track Vehicles



936 Wheeled Vehicles



1632 Cargo Containers

200 400 600 800 1000 1200 1400 1600

Left: E2 RO2 Roxanne Ryder and E2 Michael Carroll check chains on a hydraulic jacking system elevating a causeway used to move heavy gear from the sea to the beach.

Below: Army trucks carrying Marine supplies roll ashore during a joint logistics exercise held at Camp Lejeune, N.C.



Sailors celebrate



Story by USS *Carl Vinson*
Public Affairs

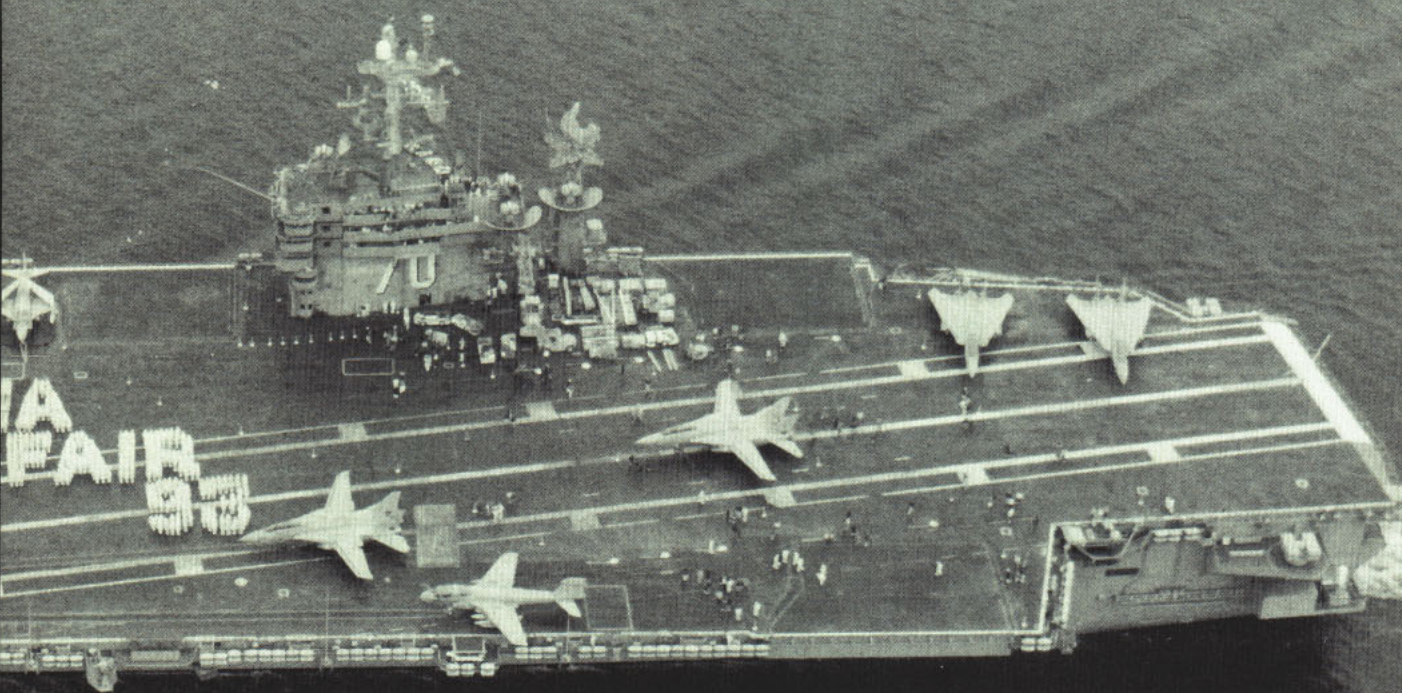
Seattle loves the Navy! "Welcome back boys!" declared one woman as she exchanged high-five handslaps with arriving crewmembers.

Nearly 40,000 people visited the ships of USS *Carl Vinson's* battle group during Seattle's Seafair celebration July 28 through Aug. 1. *Carl Vinson*, with USS *Arkansas* (CGN

41), USS *Antietam* (CG 54), USS *Asheville* (SSN 758) and Coast Guard Cutter *Munro* (WHEC 724), visited the "Emerald City" as part of the Navy's 43-year long partnership commemorating the city's maritime heritage.

Over the years the celebration evolved from rallies held in Victory Square during World War II, to a month of activities that includes a parade of Navy and Coast Guard ships and a performance by the Navy's precision flight demonstra-

in Seattle



tion team Blue Angels.

"Our biggest year was when we had 16 to 20 ships," said Naomi Anderson, Seafair's director of media and communication. "We also have a 21-year streak with the Blue Angels, so an entire generation has grown up believing that the Navy's presence is a tradition."

Prior to arriving in Seattle, *Vinson*

A sailor aboard *Carl Vinson*, acting as a tour guide, explains the operations of catapult control, popularly referred to as the "bubble."



U.S. Navy photo

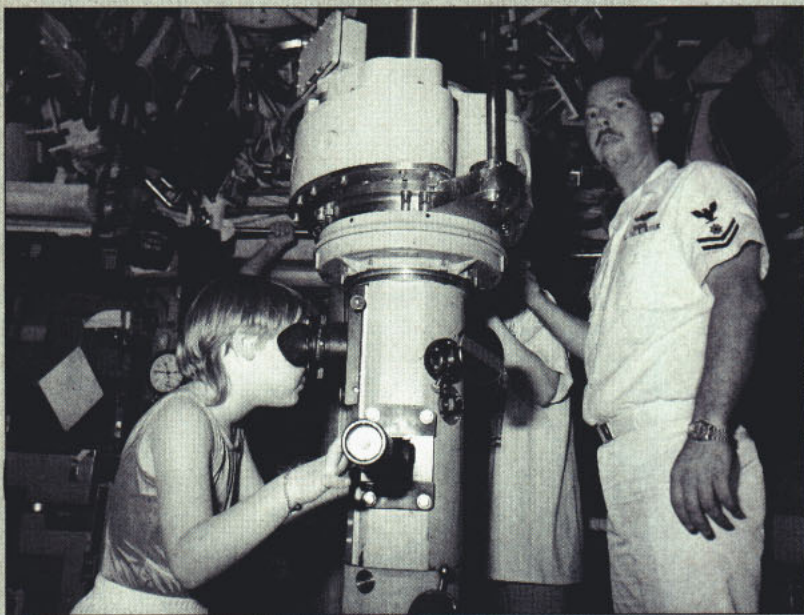


Photo by PH3 Troy Miller



Photo by PH3 Troy Miller

Above: "I thought it would be huger," exclaimed seven-year-old Theresa Bothell as she toured USS Asheville. Theresa peered through the submarine's periscope to find the aircraft carrier USS Carl Vinson moored nearby.

Top right: Throughout a four-day period, Puget Sound residents toured Navy ships participating in this year's Seattle Seafair celebration. Here, a group listens to a USS Arkansas crew-member explain the ship's aft 5-inch gun mount.

Right: Carl Vinson's Marine Detachment was popular with the young crowd as children examine the M-249 Squad Automatic Weapon.



Photo by PHAA J.E. Drake

and Munro made an overnight stop on the Olympic Peninsula at Port Hadlock, Indian Island, a naval weapons station about 40 miles northwest of Seattle. The other ships moored at either Naval Station Everett or Naval Submarine Base Bangor. The next morning dozens of busloads of family members and Seafair guests rode the ships down to Seattle as part of the parade of ships into Elliot Bay.

The battle group hosted tours and set up static displays giving Seattle residents a first-hand account of Navy ship operations. Welcome receptions for the

crew were held at several area establishments and families invited sailors into their homes through the Host-a-Sailor program.

"There's a special feeling among the citizens when sailors walk down the streets in uniform," said Mark Murray, communications director for the Mayor of Seattle. "It's a special connection between us and the Navy because of the city's maritime heritage. The positive impact this visit has on the community is incalculable." □

"There's a special feeling among the citizens when sailors walk down the streets in uniform."

— Mark Murray

A reservist's tribute

Sailor recreates Lone Sailor

Story by CAPT Chuck Stowe, photos by PH1 Nicholas Schafer

Naval reservist Hull Technician 3rd Class Daniel Hamilton was so in awe of the "Lone Sailor" bronze statue at the Navy Memorial in Washington, D.C., that he decided to make his own rendition out of wire.

Hamilton "connected" with Stanley Bleifeld's statue during a visit to the Navy Memorial. "I was on my two-week active-duty training in Norfolk," Hamilton explained. "Over the weekend, some of my buddies and I went to D.C. We visited all the memorials ... but when I saw the Lone Sailor at the Navy Memorial, I just couldn't believe it. I'd never heard about it or

seen it before. I knew then I wanted to make one for myself."

Encouraged by fellow reservists at Naval Reserve Readiness Center Denver, Hamilton set out to recreate the Lone Sailor as a salute to the men and women serving in the Navy. Armed with a gas welding torch, Hamilton devoted more than 300 hours and spent nearly \$500 to create a 6-foot-3-inch, 35-pound rendition of the statue.

Hamilton said welding the statue's fine points wasn't difficult. "I didn't worry about the details of hands and feet," adding that the toughest part was the face. "I wanted to stay with that rugged look."

The statue was unveiled during Armed Forces Day ceremonies on the reserve center's quarterdeck.

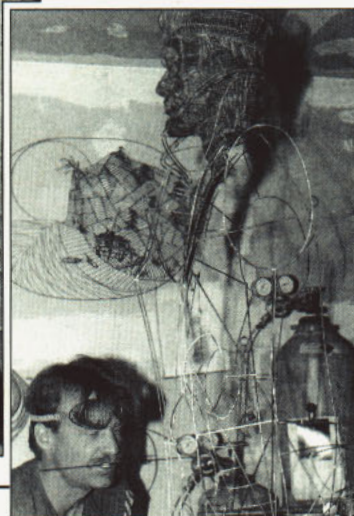
"We definitely have the most unique and inspiring quarterdeck in the Navy," said CAPT Rod Faino, commanding officer of the center. "All my enlisted personnel now want their reenlistment and award photos taken in front of our 'Lone Sailor.' This is a real tribute not only to HT3 Hamilton's work, but to the real bond our reservists feel with the sailors on active duty."

"I have enormous pride knowing that it is being appreciated," Hamilton said. "The Lone Sailor symbolizes the strength and spirit of those who serve." □

Stowe is the CO and Schafer is a photographer assigned to NR OI Det. 310, Denver.

Left: The Lone Sailor replica stands guard on the quarterdeck of the Denver reserve center. The entire project, including the adjoining seabag sculpture and stands, weighs 128 pounds.

Below: Hamilton examines the previous weld on his version of the Lone Sailor. "I started welding some in 1979, but really got into it as a hobby in 1992."



America

remembers her heroes

A POW's story

Story by David Kashimba

It was April 24, 1967. On board USS *Kitty Hawk* (CV 63) in Southeast Asian waters, members of Attack Squadron (VA) 85 were being briefed on their mission. Retired CAPT Lewis Irving Williams Jr., then a LTJG and an A-6 pilot with VA 85, was preparing for his 62nd combat mission — a mission he would remember for the rest of his life.

Williams' A-6 was No. 2 in a flight of four A-6s, representing the lead element in the strike group. Williams and his bombardier navigator, LTJG Michael Christian, had their primary target in sight when they were hit. Both Williams and Christian were forced to eject and quickly became a target for the North Vietnamese on the ground. "I could hear the bullets go by and see what appeared to be the ground rapidly approaching," said Williams. "All I could think of was that I was having a bad dream."

It wasn't long before a group of North Vietnamese started searching the field where Williams was hiding, missing him on the first two sweeps. "At this point I was feeling pretty good about myself. I thought that if I could stay here until dark, I might have a chance to get into the woods."

But on their final sweep, a North Vietnamese jabbed a sharp bamboo pole into the bush that Williams was hiding in, hitting him in the leg. "I yelled and the old man dropped the stick and started screaming at me in Vietnamese while raising his hands above his head."



CAPT Lewis Williams was commanding officer of NAS Alameda from June 1990 to July 1992.

Williams was immediately jumped by about 50 North Vietnamese, who took his pistol and watch. "It was 5:40 p.m.," he said. "I had been shot down about 5 p.m. That was the last time I had a watch until March 1973."

Williams was stripped from his waist up and his shoes and socks were removed. He was blindfolded and paraded from village to village. The hard-packed clay was embedded with sharp rocks and Williams quickly lost the skin off the bottoms of his feet.

In one village, he was tied to a post inside a chicken coop and given a bowl of hot, dirty water. "I noticed that they were passing me on from group to group," said Williams. "One time I was marched up to a small whitewashed brick building which must have been a country hospital. A crowd started gathering outside the building with a speaker riling them up like a barker at a circus."

"When they finally came to get me, the entire side of the hill was covered with a few hundred angry people," he said. "They marched me down the hill to a big hole in the ground and forced me to get in. I thought this was it! They're going to kill me and bury me in the same hole. But it was only about three feet deep and four feet across. I realized that it was just deep



enough to make me smaller than anyone in the crowd. They seemed to enjoy looking down at me."

As evening approached, the crowds became more hostile and were literally beating him to death when a jeep arrived with North Vietnamese Army (NVA) soldiers. "The NVA jumped out of the jeep and started yelling at the peasants. Then they grabbed me and threw me into the jeep. Needless to say, I was really happy to see the army, but not for long.

"As we drove away, I noticed one of the soldiers was smoking, and I used to be a smoker in those days. I said 'cigarette' and the soldier next to me said 'cigarette' and hit me in the mouth with a flashlight. That was the first time I learned that smoking was hazardous to my health," he quipped.

On his way to the Hoa Lo Prison, better known as the infamous "Hanoi Hilton," Williams was reunited with his bombardier. "Mike had been shot through the left leg soon after he had landed," said Williams. "He had a broken left hand from when it had hit the canopy during ejection. But every time we tried to talk to each other, the soldiers would beat us."

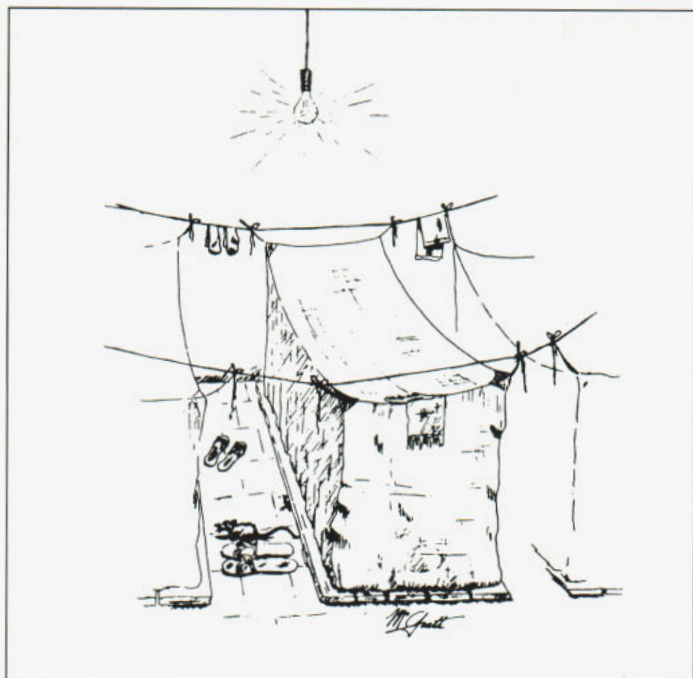


Prisoners slept on concrete beds or boards. A hole was located in the middle of the walls, which the North Vietnamese occasionally used to wash the room out. Rats also used the holes to steal prisoners' food when they were locked down.



**"YOU'RE NOT
A PRISONER
OF WAR.
YOU'RE A
CRIMINAL ..."**

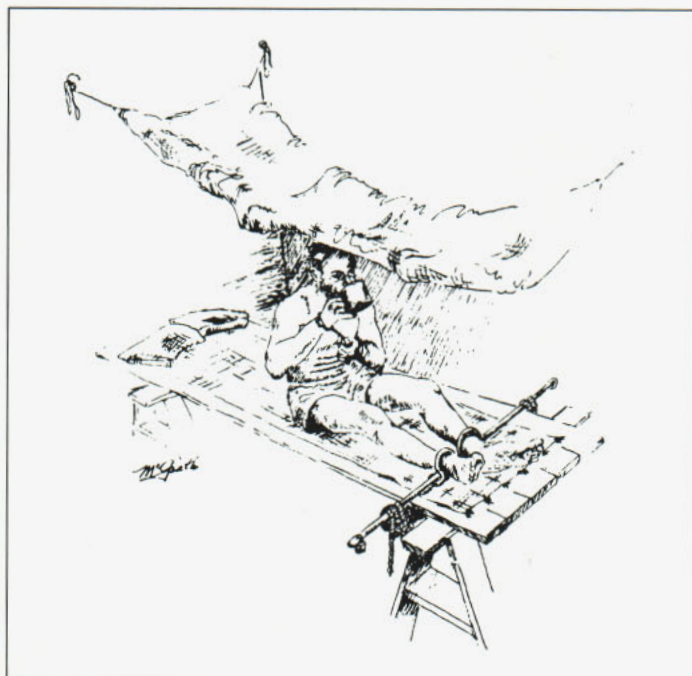
Once at the prison, Williams gave his name, rank, service number and date of birth, but when asked what type of plane he flew, he said he couldn't answer that because of rules of the Geneva Convention.



POWs developed severe boils on their faces and backs from the heat, which ranged from 120 to 125 degrees at night. Rooms had little or no ventilation.

"We don't abide by the Geneva Convention," the interrogator said. "You're not a prisoner of war. You're a criminal and we're going to treat you as the darkest of criminals. You must do everything we say and answer all questions."

Williams continued to refuse until the interrogator became impatient and said something to the guard



behind him. "The guard hit me from behind, knocking me off my stool," said Williams. "He continued to beat me, yet at the same time he was tying me up with nylon ropes. To this day, I don't know how he was able to do both."

The guard tied Williams so that his breathing was restricted, stuffed a dirty rag into his mouth with a metal chisel and walked away saying, "You must think more deeply about your crimes."

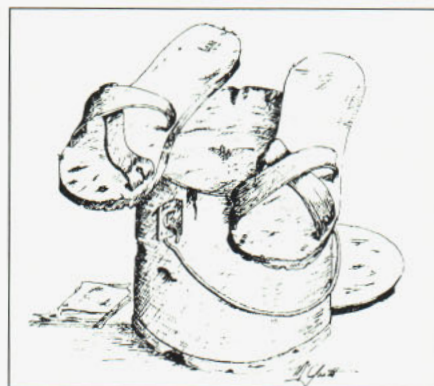
"Though the pain was acute, the most frightening thing was the thought that I would suffocate," Williams said. "In that restricted breathing position, with the pain and that rag stuffed in my mouth, I felt nauseous, yet I knew that if I threw up, I'd suffocate on my own vomit. This is what the North Vietnamese did until you agreed to tell them something."

One advantage that Williams and Christian had was that they were both very young. "One of the times I didn't tell the interrogator what he asked, he said, 'You are very young. You do not understand.' When he said those words, it was like a light turned on in my head. From then on, every time I was tortured, my standard line became, 'I'm very young. I don't understand.' These lines often worked in my favor."

Listed as Missing in Action for the first 32 months of his captivity, Williams was finally released March 4, 1973. Williams seldom thinks about his POW experience and feels no hatred toward the Vietnamese. "The only person that loses is the one that hates," he said. "Living well is the best revenge." □

Editor's note: Williams retired July, 1992, after serving as the commanding officer of NAS Alameda, Calif. He still resides in California and is working for "Volunteers of America." Christian also survived his captivity, but died in a house fire several years ago.

Kashimba is assigned to the public affairs office, NAS Alameda, Calif. Artwork from "Prisoner of War: Six Years in Hanoi," by LCDR John M. McGrath, Copyright 1975, U.S. Naval Institute.



The Wall

Story and photos by JO2(AW) Laurie Butler

It's been more than two decades since the last American troops left Vietnam, ending U.S. involvement in the Vietnam conflict. But thanks to a grass-roots movement by Vietnam veterans, the servicemembers who did not return live on in the hearts of a grateful America.

The Vietnam Veterans Memorial, a series of walls listing the names of lost service members and a life-size sculpture depicting fighting men from the war, is the most popular memorial in Washington, D.C., with more than 2.5 million visitors each year.

The interest received from the memorial is exactly what organizers had hoped for. "The project actually had two purposes," said Jan Scruggs, a former Army corporal during the war who initiated the memorial project in 1979. "To honor, in a traditional way, the people who served in the war and to welcome them home."

The names of 58,182 men and women inscribed in the black gran-

ite walls are in chronological order by the date of casualty. Each name is preceded or followed by one of two symbols. A diamond denotes the individual's death was confirmed. Approximately 1,150 names designated by a cross were either missing or POWs at the end of the war and remain missing and unaccounted for.

"It really serves as a healing process," said Scruggs. "... it's a real personal experience because I lost a lot of friends. It illicit a very emotional, but very positive atmosphere." □

Information provided by the National Park Service and Vietnam Veterans Memorial Fund, Inc.

Right: A young visitor at the Vietnam Veterans Memorial receives an intense history lesson. **Below:** Personal mementos are left at the memorial every day, reminders of the Vietnam conflict's legacy.



Labor of

*Sailors pour
their HEARTS
out to the
elderly*

Story and photos by
JO3 Joshua Janoff

Recently, 11 sailors from USS *Saratoga's* (CV 60) dental department volunteered to take part in a program called "USO Shipmates with HEART (Helping Elderly Attain Repairs Today)."

Through the program, sponsored

"There is a kaleidoscope of talent in the Navy and I know a lot of guys who are willing to put it to use."

by the Greater Jacksonville, Fla., area USO and Lutheran Social Services, sailors volunteer their time to make much needed repairs to elderly residents' homes. According to USO's Executive Director, Vince Schuppert, "HEART provides the tools and the Navy supplies the muscle."

Navy and civilian communities have always maintained helpful give-and-take relationships, but when *Sara's* men heard about the program, they jumped at the chance



to participate. "I first heard of it when I went over to Naval Air Station Jacksonville to speak to their command master chief," said Chief Dental Technician (SW) William Norred. "He told me how long some people had been on a waiting list, and it sounded really worthwhile. So I talked to my guys about it, and a lot of the guys said, 'Yeah, that's a great

ALL HANDS

love



Above: LCDR Joseph Iannone and SN Roger Foster rearrange the furniture on the porch of a Mayport home to get it ready for painting. Iannone and Foster are participants in the Shipmates with HEART program, a USO-sponsored project which uses sailors' time and donated money to help repair the houses of local elderly citizens.

Left: DT3 Anthony White applies a fresh coat of paint to his department's very own HEART house.



help those who can't help themselves, that just makes me feel good."

"I really hope the word about this project spreads," said Seaman Roger Foster. "Anybody can do this. When you get finished with a project, you feel a little better, your spirits are a little higher."

"It was definitely a rewarding experience," said LCDR Joseph Iannone, Sara's dental officer. "We were all doing dirty work, and no one was making any faces about it. Everyone pitched in and took the initiative."

"We were really pleased the sailors came out and did this for us," said Mrs. Thomas Wylie, the home's owner. "They were really a nice bunch of boys."

When all the repairs were made each man could look back on a satisfying day's work and know they gave something back to a community which has given the Navy so much over the years. □

Iannone is assigned to USS Saratoga (CV 60).

idea."

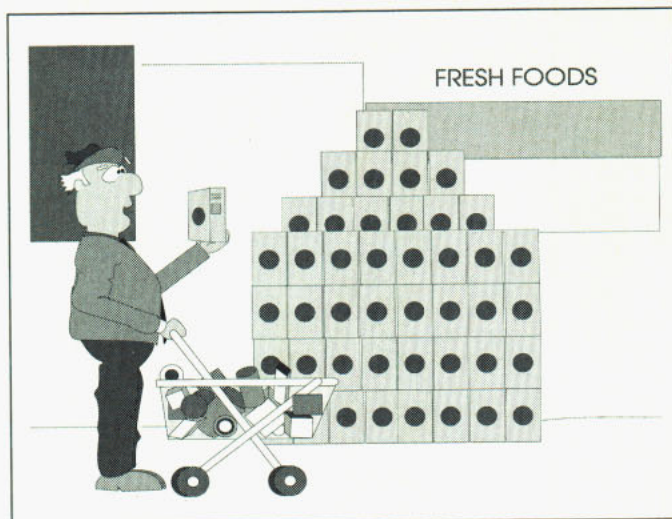
The group was assigned a house a few miles beyond the gates of Naval Station Mayport and two days were set aside to do the work. During that time, the group painted the outside of the house, repaired and refloored both porches and fixed a large hole in one of the home's hallways.

"I guess you could say it was a

labor of love," explained DT1(SW) James Gourgues, departmental leading petty officer. "I've always felt that I'd like to give something back to the community," Gourgues said. "There is a kaleidoscope of talent in the Navy, and I know a lot of guys who are willing to put it to use."

Another volunteer, DT3 Anthony White, agreed. "Whenever I can

Read between the lines



New food labels are specific

No cholesterol! This health claim screams at you from many food labels these days. Yet, this statement is often misleading for two reasons:

- Many foods bearing this phrase never contained cholesterol.
- The claim of no cholesterol doesn't necessarily mean the food is healthy. Many "no cholesterol" products may actually have a high fat content.

The Food and Drug Administration's new food label, titled "nutrition facts," now provides clear and accurate information on cholesterol content.

To understand the value of no cholesterol foods you first need to know what cholesterol is and how it affects your body. Cholesterol is a fat-soluble substance produced by the liver and found in all animal fats and oils, nerve tissue, blood, etc., and it's necessary for normal body functioning.

"We all need cholesterol," said Dr. (LCDR) Robert Beardall, Medical Corps assistant director for preventive medicine and occupational health, Bureau of Medicine. "However, too much cholesterol can increase your risk of having a heart attack."

As a rule, cholesterol is only

found in animal products. "That's why it's ridiculous for manufacturers to put a no cholesterol label on a package of frozen vegetables," Beardall said. "If it grew in the dirt, it never contained cholesterol to begin with — they might as well say 'contains no nuclear waste.'"

The "no" cholesterol or "low" cholesterol claims displayed on products such as potato chips, cookies, crackers and buttered popcorn, often lead people to believe that these are healthy food choices. In fact, these products are high in fat content. "They are primarily vegetable products prepared in or with vegetable oil, so they have no

cholesterol. But this does not mean they are good for you," cautioned Beardall.

For example, vegetable oil, while cholesterol-free, may ironically raise your cholesterol level. This is because vegetable oils are 100-percent fat, a much more dangerous dietary concern than cholesterol itself.

"It is crucial to pay attention to the 'health claims' on food packaging and assess the validity and value of a 'low cholesterol' or 'no cholesterol' label" said Beardall. □

Story by BuMed public affairs office.

New info on heart attacks

If you have a fatty, juicy steak for dinner, you run a higher risk of having a heart attack the next morning than you would if you ate a low-fat dinner. According to recent studies at the Medical Research Council in London, high-fat meals seem to put your blood in what doctors call a hypercoagulation state within six or seven hours after you eat.

In other words, the risk of an artery-clogging blood clot forming

seems to be higher just hours after you eat a high-fat meal. The good news is that low-fat meals appear to have the opposite effect — lowering your risk of heart disease right away.

Remember, one of the best ways to live a long, healthy life is to cut the fat today, and get out there and exercise! □

Information provided by the "Quarterly News Bulletin" of the USS Kidd Association.

If you must snack . . . do it sensibly



Practically every consumer has bought foods containing high levels of cholesterol and fat. But for most of us, simply being a smarter shopper can lessen cholesterol and fat intake. The process is fairly easy. Listed below are some helpful hints to make you a wiser and more health-conscious eater and shopper.

- At the vending machine, choose low-fat options such as pretzels, plain popcorn, fresh fruit and fruit juices.

- If you have a sweet tooth, try low fat puddings, oatmeal raisin cookies, fig bars, frozen non-fat yogurt, vanilla wafers, dried fruit, ginger-snaps, fat-free muffins, sorbet, frozen juice bars or bagels with low-fat cream cheese.

- Fast food doesn't have to be high in fat. Order a broiled chicken or fish sandwich instead of a fried version. Choose a salad, bowl of bean chili or baked potato with fresh vegetable topping instead of sour cream or butter. Skip the french fries and milk shakes.

- Beware of snack "traps" ... granola bars loaded with sugar and fat, and fruit drinks that don't contain natural fruit juices.

- If pizza is a favorite, you can cut calories by reducing the high-calorie toppings like sausage and cheese and increase the veggie toppings (mushrooms, green peppers and onions).

- When you eat a salad, skip the high calorie dressings and use vinegar, lemon juice or a tablespoon of low-fat cottage cheese.

- Make hamburgers from lean beef

and skip the cheese — you can save several hundred calories that easily!

- Baked tortilla chips (especially with low or no salt) and salsa make a great snack — much lower in calories than potato chips and sour cream dip.

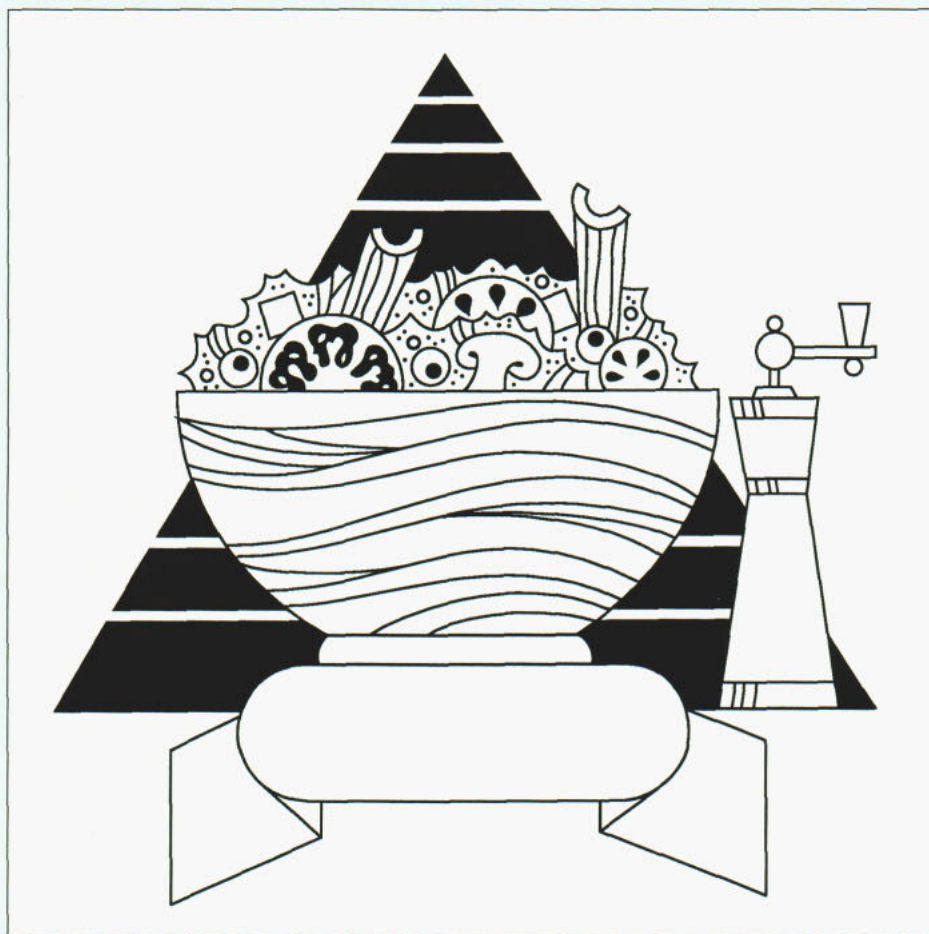
- Raw veggies such as carrots and celery make a great snack at work or anytime during the day.

- If you drink whole milk, try to acclimate yourself to drinking 2 percent fat milk. After a few weeks, try 1 percent fat milk. Skim milk is

your best bet yet. Adults just don't need that much fat.

- Finally, don't eat unless you're hungry. If you're bored go for a walk or find a good book to read. Don't succumb to television commercials which tempt you with food even when you're not hungry. Don't eat just to "keep someone company" — have a cup of tea or some sparkling water with a twist of lime. □

Courtesy of The American Dietetic Association



Fine dining,

Feeding a crew of 5,000 three times each day (plus mid-rats)

Story by JO1(SW) Jim Conner

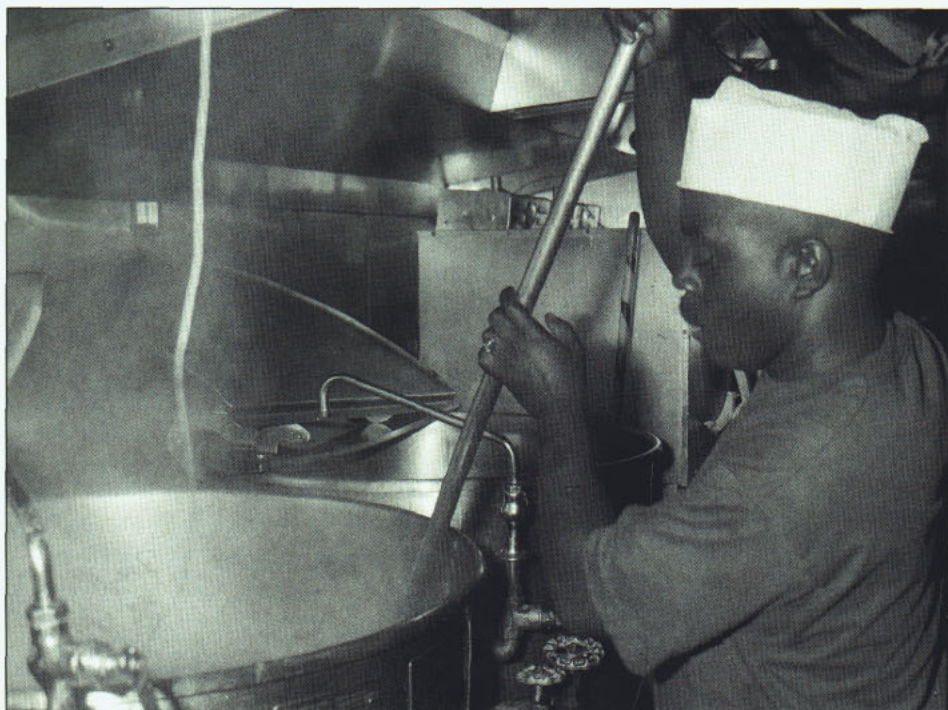
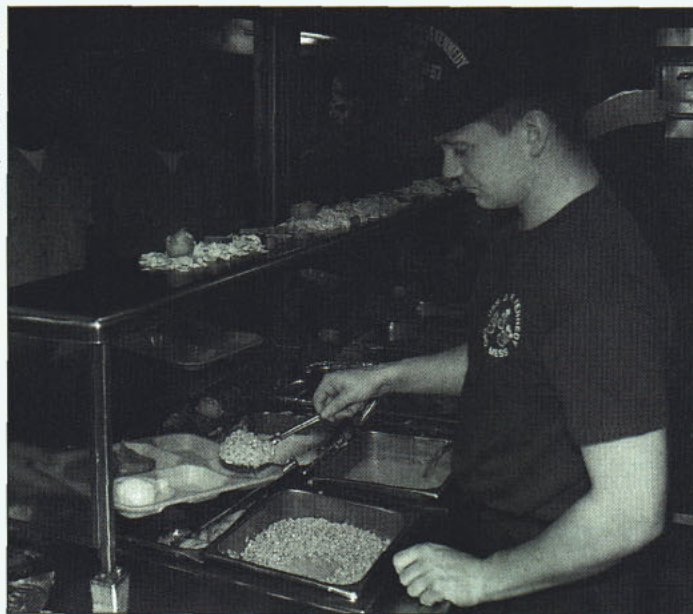
The recipe calls for 50 pounds of chopped onions and don't forget 200 pounds of bread crumbs, 1,200 eggs and 1,500 pounds of ground beef. Add about 2 1/4 cups of salt and a few more ingredients, mix them together and bake at 350 degrees about 2 hours and voila, you have a meat loaf dinner for 5,000 — the crew of USS *John F. Kennedy* (CV 67).

"We take food service very seriously on *Kennedy*," said Mess Management Specialist 2nd Class Roderick Hayman, galley supervisor aboard *Kennedy*. "Sometimes it can be a very difficult process when you have to put out about 18,000 meals a day, but in the end it's all worth it."

Hayman, a native of Little Rock, Ark., said he loves his job because it makes the crew happy. "Food plays an important part in the morale of the crew. I feel that a

Above: Crew members line up for lunch aboard *Kennedy*. The carrier's mess decks are designed to feed 1,200 people at one sitting.

Right: MS2 Roderick Hayman stirs a pot of stew in an 80-gallon steamed jacket kettle known as a "copper."



carrier style

well-fed crew is a happy crew," he added.

Hayman begins preparing breakfast at 4:30 a.m. "I divide all the products such as bacon, eggs, potatoes and fruits to be prepared between the cooks.

Then I make my rounds throughout the galley to ensure they are being made just right," he explained.

Mess Management Specialist 2nd Class Tracy Lee Richardson orders and receives all the food on board. "We receive about 300 pallets of food each month," he explained. "I order about 475 different line items — everything from pork and beans to ground beef. You name it, we've got it," said the Anderson, S.C., native as he smiled.

Richardson said it takes about 100 men four hours to


"For the crew to work well and get the mission done properly, I've got to feed them properly."

and other products as often as possible," he said. "The cooks take a tremendous amount of pride in the food they prepare here."

It takes 68 mess management specialists to prepare the meals for *Kennedy's* crew. According to Hayman, the crew gets their favorite meal, surf and turf, served about twice each month. "For the crew to work well and get the mission done properly, I've got to feed them properly." □











Conner is a staff writer for All Hands.

load the monthly supply of food. "When you feed a crew this size, many people believe that we use lots of powdered onions and other dry goods, but that's not the case. We use real onions, eggs, milk



67

Believe it or not!

	John F. Kennedy's mess specialists prepare 3,000 pounds of meat per day.	
	The crew drinks more than 750 gallons of milk and other beverages a day.	
	It takes 7,200 eggs to feed the crew at breakfast.	
	The crew goes through 400 gallons of ice cream each day.	
	Kennedy's bakers produce 700 loaves of bread, 5,000 hamburger buns, 2,000 hot dog buns, 2,400 assorted doughnuts and 800 rations of biscuits daily, not to mention assorted pies and cakes.	
	Kennedy's mess specialists serve more than 18,000 meals per day.	
	It costs more than \$1,250,000 to feed the crew every ninety days.	

The heat is on

Story by Rae Mack

As winter begins to draw its gray shade over the land, many sailors may be looking for more economical ways to heat their homes.

The selection of alternative heat sources can be bewildering — they come in various shapes and sizes, use different fuels and present different dangers. Fires, burns, carbon monoxide poisoning and explosions can result if you're not careful.

According to the National Safety Council, about 625 people die each year from fires caused by auxiliary heating. Whether you buy a new heater or use your old one, check it thoroughly and follow a few simple safety tips.

- Never store flammables or combustibles near a heater.

- Don't put a heater near furniture.
- Know what to do in case of an emergency.
- Keep a fire extinguisher nearby.
- Be sure you install smoke detectors near the heat source, and make sure the batteries are working.
- Never use a heater to dry clothing.
- Post emergency phone numbers near your phone — there's no time to waste during an emergency.
- Read the owner's manual that came with your heater. Being prepared and knowledgeable can keep you safe and warm this winter.

Here are some more tips on the proper use of the most common forms of auxiliary heat.

Fireplaces and wood-burning stoves

- Don't let creosote build up in your firebox and chimney.
- It's a good idea to have a chimney sweep clean your chimney at the beginning of each heating season.
- When starting a fire, open the damper and never use flammable liquids.
- Always use a fire screen.
- Keep your house ventilated by slightly opening a window or door to prevent carbon monoxide from building up and poisoning your family.
- Before you start a fire, know how to extinguish it if it gets out of control.
- Never burn trash in a wood-burning stove.
- Using man-made logs instead of regular cord-wood in your fireplace has special dangers. They are made of hardened sawdust and wax and are covered with creosote. While man-made logs give off a warming glow they can lead to serious burns.

Mack is the editor of Safetyline, Naval Safety Center, Norfolk.

Hollywood battlefield

Story and photos by JO2 Ray Mooney

The weapons aren't conventional. Marines and sailors face their opponents with only heart, competitive spirit and athletic skill and stand against — the *American Gladiators*.

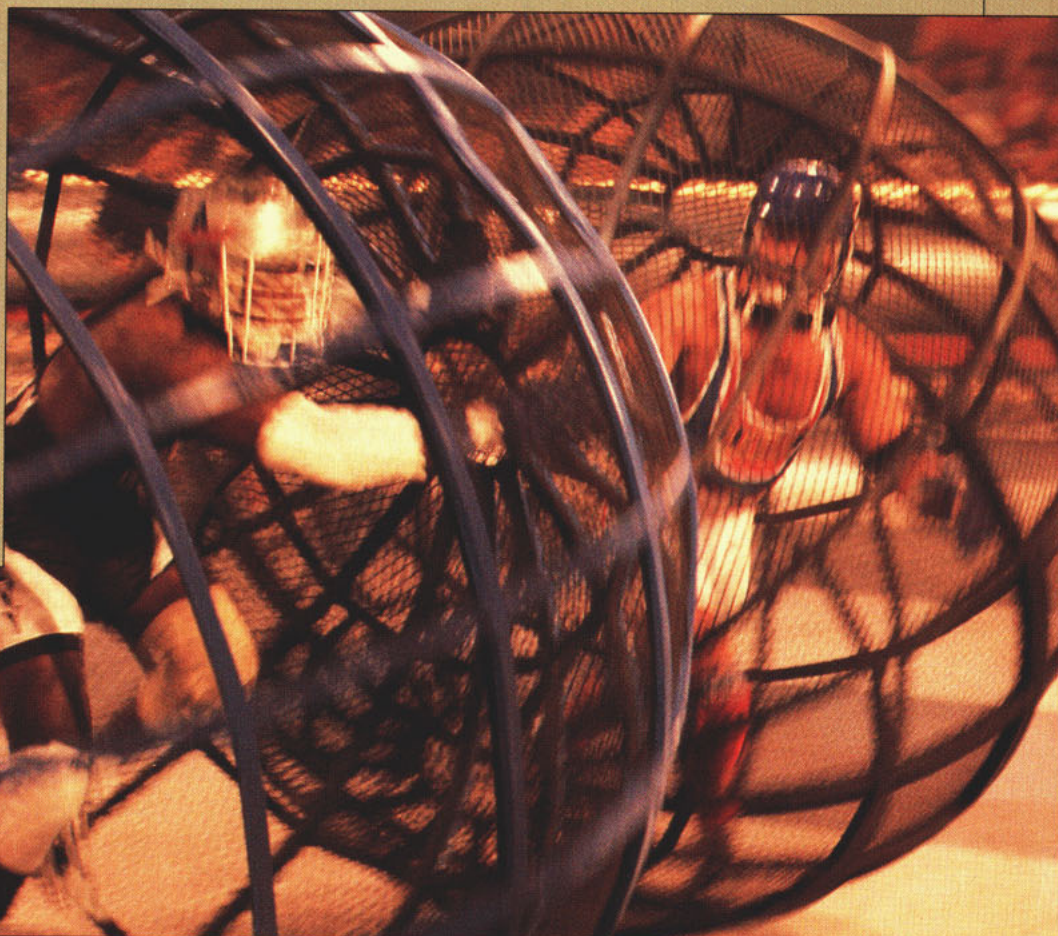
The Nov. 6 edition of the popular television series was designed to pit Navy, Marine Corps, Army and Air Force coed teams against each other and gladiators in such events as "Assault," "Joust" and the "Eliminator."

The military contestants were chosen after preliminary competition in Hawaii. LTJG Kristin Keidel and Interior Communications Electrician 3rd Class Carl Packer repre-

sented the Navy among the eight contestants from the Armed Forces. "We all got together at the [Los Angeles] airport and decided that it was going to be the Armed Forces against the gladiators," Keidel said.

Left: LTJG Kristin Keidel and teammate IC3 Carl Packer warm up before the competition.

Below: Packer crashes into a gladiator in an "Atlas Sphere." He said he "definitely" wants to come back.



The Marine team of 1st Lt. Loretta "Rett" Vandenberg and Cpl. Freddie Thompson, came out rolling in "Atlas Sphere," where contestants are inside giant balls, maneuvering them onto goals on the playing floor. Gladiators act as obstacles in duplicate spheres, to keep opponents from scoring. Thompson and Vandenberg racked up enough points to put the Devil Dogs in first place.

During the women-only "Assault" competition, the contender runs across the playing field armed only with speed. As a contender races between five safe zones, a gladiator fires a tennis-ball launcher trying to eliminate them with a direct hit. Safe zones are shielded from attack and offer weapons with which the contender can shoot back. A contender must hit the target above the gladiator's head or push a buzzer at the exposed end of the course within 60 seconds.

Vandenberg took the Assault field for the Corps by avoiding the tennis balls and low-crawling out of the line of fire to hit the buzzer with one second left on the clock. "My instructors will be proud of that

Below: Friends and family members cheer the military competitors on.





Left: Marine 1st Lt. Loretta Vandenberg (left) does a balancing act during the "Joust" competition. Vandenberg managed to stay on the platform accumulating valuable points for her team.

Left: Army Staff Sgt. James Sparrow leads Marine Cpl. Freddie Thompson during the "Eliminator" course. Thompson eventually passed Sparrow to seal the championship.

crawl," she said.

When Keidel stepped up for the Navy, chaos ensued. She got nicked by a tennis ball immediately. "I thought it was over," she said. But the ball had hit the ground first.

She managed to get to the second safe zone and pick up her weapon. She aimed her weapon at the target and turned chaos into celebration by hitting the bull's eye. The Assault was over.

With the Marines on top and the Navy looking strong, the competition moved to the men's event, "Hang Tough." The object is to get from one platform to the other while swinging from suspended rings as a beefy gladiator tries to bring the challenger down.

Only the Marine Corps survived this test of agility and strategy. "I can't believe I beat [gladiator] Turbo," Thompson said. "When he swung toward me and missed, I just went right by him."

With half the events behind them, the Marine Corps held the lead. The next event, the "Joust," proved

costly. A one-on-one match between contender and Gladiator, the opponents faced one another on raised platforms armed with padded pugil sticks. The sea service men went down fast, the gladiators' superior upper-body strength provided a marked advantage.

The Navy and Marine Corps women fared better, staying on the platform until time ran out and racking up a few points for the cause. "I didn't want to fall," Keidel said with a grin, "but I just wish she would have quit hitting me."

The final event, the "Eliminator," pitted the Marine Corps against the Army with the women competing first. Vandenberg fought her way through the obstacle course, struggling with the cargo net, but came in a close second.

To make up time on his run, Thompson leaped down a 10-foot slide instead of using his posterior, and hit the hand bikes a moment after his opponent reached them. As they raced across bridges that swayed beneath their feet, Thompson lost his balance but managed to leap to the platform before his momentum took him down. That gave him the advantage and he sailed through the rest of the course, sealing the championship for the Marine Corps.

The Devil Dogs scored 1 in the win column, but in the end, it was all about friendship and fun and sticking together. "If it's not like that," Keidel asked, "then why be here?" □

Mooney is a San Diego-based photojournalist for All Hands.

... in honor of those who
served this great land

Let independence be our boast, Ever
mindful what it cost, Ever grateful
for the prize, Let its altar reach the skies.
— Joseph Hopkinson



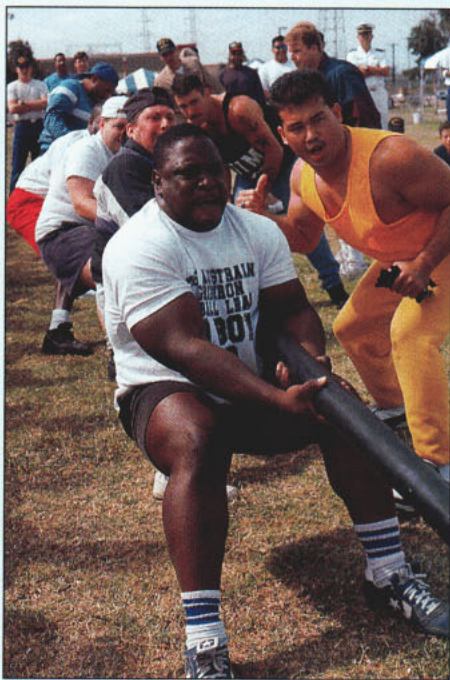


Hundreds of Naval District Washington service members converged on the mall at the Washington Monument to unveil the world's largest American flag on Flag Day, June 14. The flag tipped the scales at 3,000 pounds. Photo by PH2 David Tucker.

Bragging rights

Surface Line Week

Story and photos by
PH2 Clayton Farrington



Above: The tug of war team from USS Reid (FFG 30) struggles against its foe.

Four thousand Navy men and women enjoyed the thrill of striving to be the best of the best during *Surface Line Week* 1993.

From May 28 through June 4, teams of sailors representing 77 San Diego-based Pacific Fleet ships and shore stations competed fiercely in 18 different professional contests and 12 sporting events to prove who are the mightiest surface warriors.

Seamanship contests ran the gamut from the traditional (marline-spike seamanship and motor whale-boat racing) to the high tech (mini/micro repair) and even the bizarre (sea stories). Sporting events included both team and individual sports.

The first place winners included:

- Professional Events, large ship: USS Essex (LHD 2).
- Professional Events, small ship: USS Durham (LKA 114).
- Professional Events, shore staff: Naval Amphibious Base Coronado.
- Athletic Events, large ship: USS Tarawa (LHA 1).
- Athletic Events, small ship: USS Harry W. Hill (DD 986).





• Athletic Events, shore staff: Shore Intermediate Maintenance Activity San Diego.

Additional bragging rights go to Amphibious Construction Battalion 1, who took home the trophy in the chili cook-off for the third consecutive year. □

Farrington is assigned to Combat Camera Group, Fleet Imaging Center Pacific.

Left: A shipboard stretcher crew runs toward a simulated casualty. Stretcher race participants were graded on accuracy as well as speed.

Above: DCFNs Clinton Kelly and Brendon Donatio of USS Essex (LHD 2) struggle to bring a flooding situation under control during the *Surface Line Week* damage control marathon. Other categories included sailing, welding and cutting, valve packing and a 10K run.



Chalk up another one

Sub domes get decorated

Story by JO2 Ray Mooney

Usually, chalk marks made on the bow of a ship or submarine during drydock disappear immediately when exposed to water. Unfortunately, when many submarines leave the auxiliary repair drydock *Arco* (ARDM 5), the sea washes away a little piece of *Arco* crewman Boatswain's Mate 3rd Class Curt L. Tucker.

The chalk marks Tucker makes on these subs' domes are unconventional works of art that began as a practical joke.

Left: The NBA world champion Chicago Bulls' logo is temporarily emblazoned across the dome of USS *Chicago* (SSN 721).

"We played a joke on [USS] *Louisville's* [SSN 724] skipper," Tucker said. "Our skipper wanted to draw a smiley face on their submarine."

Since then, Tucker's strokes on sub domes have become more creative and even garnered some national attention. Last autumn, USS *Houston* (SSN 713) played host to a sketch of the Navy ram in honor of the Army-Navy football game. That piece of artistry appeared at halftime on national television.

And that's just the tip of the submarine.

Network television showcased another of Tucker's works, a rose, on the hull of USS *Pasadena* (SSN 752) during last year's Rose Parade in Pasadena, Calif.

"And then, [USS] *Chicago* [SSN 721]. That was my biggest one so far," Tucker said. The world champion Chicago Bulls were honored by Tucker and the Navy last season when the Bulls' emblem was emblazoned across the dome of *Chicago*. "It was in 23 newspapers."

The 24-year-old Iowa native graduated from a commercial art technical school back home and did some free-lance work for a while. "But in Iowa, it was a dead end job," he said.

Joining the Navy as a boatswain's mate, because the illustrator draftsman rating was so tight, he reported aboard *Arco*, and soon became the resident artist.

The chalk drawings on the submarine domes, however transient in form, are powerful in function. "The chain-of-command's response has been very positive," said BM1 Steven D. Saxton, leading petty officer for *Arco's* deck division. "The commanding officers of the units in dock look at it as a morale booster."

Tucker's tenure as a dome artist will end when he transfers from *Arco*, but he may take a swipe at the illustrator draftsman rating in the future. Then perhaps his imagination will find a more permanent canvas on which to work. □

Mooney is a San Diego-based photojournalist for All Hands.

Tucker works on his chalk drawings on his duty nights after normal working hours, using a manlift to move around the submarines' domes.





American sailors had the opportunity to transfer at-sea to the Russian *Krivak*-class ship *Bditel'niy* roughly equivalent to an *Oliver Hazard Perry*-class frigate during *BaltOps '93*.

ЗДРАВСТВУЙТЕ!
АНОМ!

Russians, Americans speak the same language in Baltic

Story by JOC Denny Banister,
photos by CDR Nathan Jones

BaltOps or Baltic Operations, is a routine naval training exercise held annually in the Baltic Sea. But the routine was certainly broken in historic fashion with *BaltOps '93* when American sailors were transferred at sea to the Russian *Krivak*-class ship *Bditel'niy*.

"They were specifically invited to join us for the non-military exercises of the first phase," said CAPT W. Scott Slocum, Commodore of Destroyer Squadron 26. "Phase 1 was designed to promote harmony and enhance stability in the region, and we wanted to invite everyone to participate so they could get to know each other."

Phase 1 provided training in seamanship, damage control, basic maneuvering and communication

ALL HANDS



Above: Russian RADM Comoyedoff, chief of the Baltic Squadron, is given a tour of the engineering spaces of USS *Deyo* in Kiel, Germany.

skills. However, for 18 men of USS *Deyo* (DD 989), the most memorable part was the at-sea transfer to *Bditel'niy*.

Senior Chief Electronics Technician Craig Adkins said in his 17-year naval career he never expected to board a Russian warship at sea.

"I was given a tour through their topside spaces, the weapons systems, through the combat information center, central control station, engine rooms and signal bridge, which was all very interesting," said Adkins. "But like everyone else, I was interested in meeting my Russian counterparts."

U.S. Naval Academy Midshipman 1st Class Michael Nelms performed his summer cruise on *Deyo* during

"At first the Russian enlisted men seemed scared of us, but soon they started coming out wanting to trade."

BaltOps '93. Nelms who speaks fluent Russian, served as an interpreter.

"What I liked most about the cruise was speaking to the Russians in their own language," Nelms said. "This trip made all of the time I spent in various classrooms learning Russian worthwhile."

Nelms performed introductions and translated questions American sailors had about the ship and crew, but his Russian language skills were also used to help with some very

important negotiations — trading for souvenirs.

"At first the Russian enlisted men seemed scared of us," said Mess Specialist 1st Class James Hilliard, *Deyo* ship's cook, "but soon they started coming out wanting to trade. I traded some cigarettes, a lighter and a couple of bucks for hats for my three children and myself."

Adkins, who collects flags of countries from his travels, exchanged an American flag for a naval ensign of the former Soviet Union.

Right: U.S. Naval Academy Midshipman 1st Class Michael Nelms, who speaks fluent Russian, served as an interpreter for the men of *Deyo* who transferred at-sea to *Bditel'niy*.



Shipmates

Story by JOC Michael Gallagher

As *USS Dwight D. Eisenhower* (CVN 69) cruised off the coast of Lebanon, a Soviet *Krivak*-class frigate observed her every move. It's mission was apparently to monitor "Ike's" operations. After getting in the way once, the frigate, known only by hull number 801, learned to keep a safe distance. A mutual respect for seamanship developed as many, many months passed.

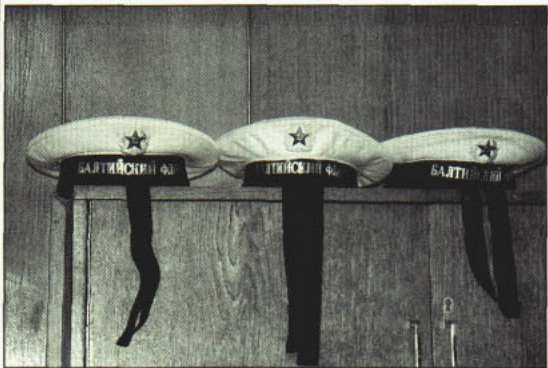
Below: The Soviet *Krivak*-class frigate "801" and *USS Dwight D. Eisenhower* as they appeared during the time period when the "801" shadowed "Ike" off the coast of Lebanon.

For 700 days at sea, from 1981 thru 1984, then-CAPT E. W. Clextion Jr. served as commanding officer of the carrier. During that time 801 faithfully shadowed Ike. To Clextion, it became almost normal to see 801 standing off, a sort of ever-present part of his battle group.

Now a vice admiral and deputy commander-in-chief, U.S. Naval Forces Europe, Clextion was in Kiel, Germany, recently between the two phases of *BaltOps '93* and was on a tour aboard the Russian destroyer during Kiel



Official U.S. Navy photo



Above: Russian sailor hats are stored on top of a wooden cabinet aboard *Bditel'niy*. Wooden cabinets are not allowed on U.S. Navy ships.

"Obviously they weren't able to use it anymore, and the new Russian

naval ensign the ship was flying was the only one they had, so that's how I got a Soviet naval ensign. It will be prominently displayed in my collection of approximately 60 national flags," Adkins said.

Seaman Mark Pickett talked with a captain on board the *Bditel'niy*. Pickett was surprised to learn how little Russian sailors are paid. "Their enlisted personnel make \$2.80 a month, while their officers make \$300 a month," he said.

Nelms said that he, like many other Americans who lived through the Cold War, always thought of the Russians as "... faceless opponents. But when I was on their ship and spent time talking to their officers and men, I realized they were just people like everybody else." □

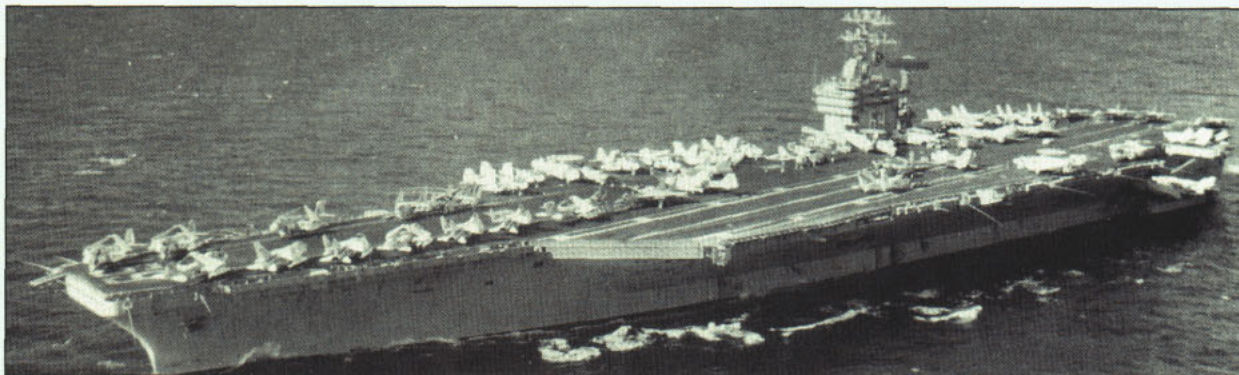
Jones is the executive officer and Banister is a reservist assigned to the Office of Information Det. 518, Chicago.

meet at last

Week. The Admiral of the Baltic Sea Flotilla, Adm. Comoyadoff, made introductions including that of his chief of staff, a senior captain from the Russian surface warfare community.

In polite conversation, the officer asked Clextan on what ship he had served as commanding officer. When Clextan replied it had been *Dwight D. Eisenhower* from 1981 to 1984, the Russian's eyes got wide and he broke into a broad smile. He mentioned he had also served in the Mediterranean from 1981 to 1983, commanding a *Krivak*-class frigate with the hull number 801.

Both men realized at about the same moment that they had in fact sailed together. A warm handshake followed, and Clextan mused that he had always wanted to meet the Russian captain. "I have many pictures of your ship," teased Clextan. Equally warmly, the Russian captain replied, "and I have many of your ship as well." □



Amongst mosquitoes,

JROTC cadets

Story by JO1 Steve Orr and Cpl. M. E. McLean.

Canoeing on the lake, archery in the meadow, and a big bonfire at night are all images of summer camp. But when more than 250 D.C. area Junior Reserve Officer Training Corps (JROTC) cadets went to "summer camp" at Fort Belvoir, Va., recently, they came away with entirely different images.

The high school JROTC cadets took part in an intensive eight-day program to familiarize them with the missions of the Army, Navy, Air Force and

Marine Corps. "We want them to see the positive things the armed services are doing," explained Army Col. George Hudgens, director of military science for the JROTC program in D.C. "At the same time, we try to show them that everything the services do has a technological base."

To achieve this the Army, Navy and Air Force cadets went "in the field" from Belvoir, visiting Dover Air Force Base in Delaware, and Little Creek Amphibious Base and Quantico Marine Base, both in Virginia. There was rappelling and confidence-course training at Belvoir, marksmanship training at Quantico and ship-handling using radio-controlled models at Little Creek.

The cadets also got close-up looks at some of the military's most sophisticated vehicles, including Army helicopters and Navy LCACs (air cushion landing craft). At Little Creek, an amphibious assault in miniature explained the planning and execution of military operations.

Developing an appreciation for teamwork and professional achievement lay at the heart of the JROTC summer camp. "These kids come on board, and suddenly they become members of a group, members of a team,"

Hudgens said.

"The self discipline I have gained has helped me to do better in school," said Jocelyn Walker.

"JROTC instills in these students the determination and motivation to achieve personal and professional excellence," said Hudgens. "In doing this, the cadets are not only doing themselves a favor, but future generations as well." □

Orr is a Norfolk-based staff writer for All Hands. McLean is a staff writer for the Quantico Sentry, Quantico, Va.

Future sailors and Marines got a taste of the military by participating in many training exercises, such as close-order drill, rappelling, tackling the confidence course and marksmanship.

"The self discipline I have gained has helped me to do better in school."

U.S. Marine Corps photo by Cpl. M. E. McLean



owls and bears

attend “summer camp”





Whales sing the blues

Story and photo by JO2 Kevin Stephens

Captain Ahab, Seaman Jonesy and Jonah — these sailors all have something in common. At some point in

their lives they spent time pondering whales. This also gives them something in common with a group of decidedly non-fictional sailors at the Naval Ocean Processing Facility in Dam Neck, Va.

These Navy men and women monitor the Integrated Undersea Surveillance System (IUSS), a network of underwater microphones used to detect and track submarines. Ocean systems technician analysts (OTAs) tuned in to IUSS normally turn a

deaf ear to the sounds of anything not considered a threat to national security. With the help of scientists from Cornell University, Ithaca, N.Y., and the Naval Research Labo-

"This has been the single most important breakthrough in marine mammal study ever."

ratory, Washington, D.C., sailors actively listened for whales as part of a dual use of IUSS initiative called *Whales '93*. The dual use project makes IUSS data available for non-

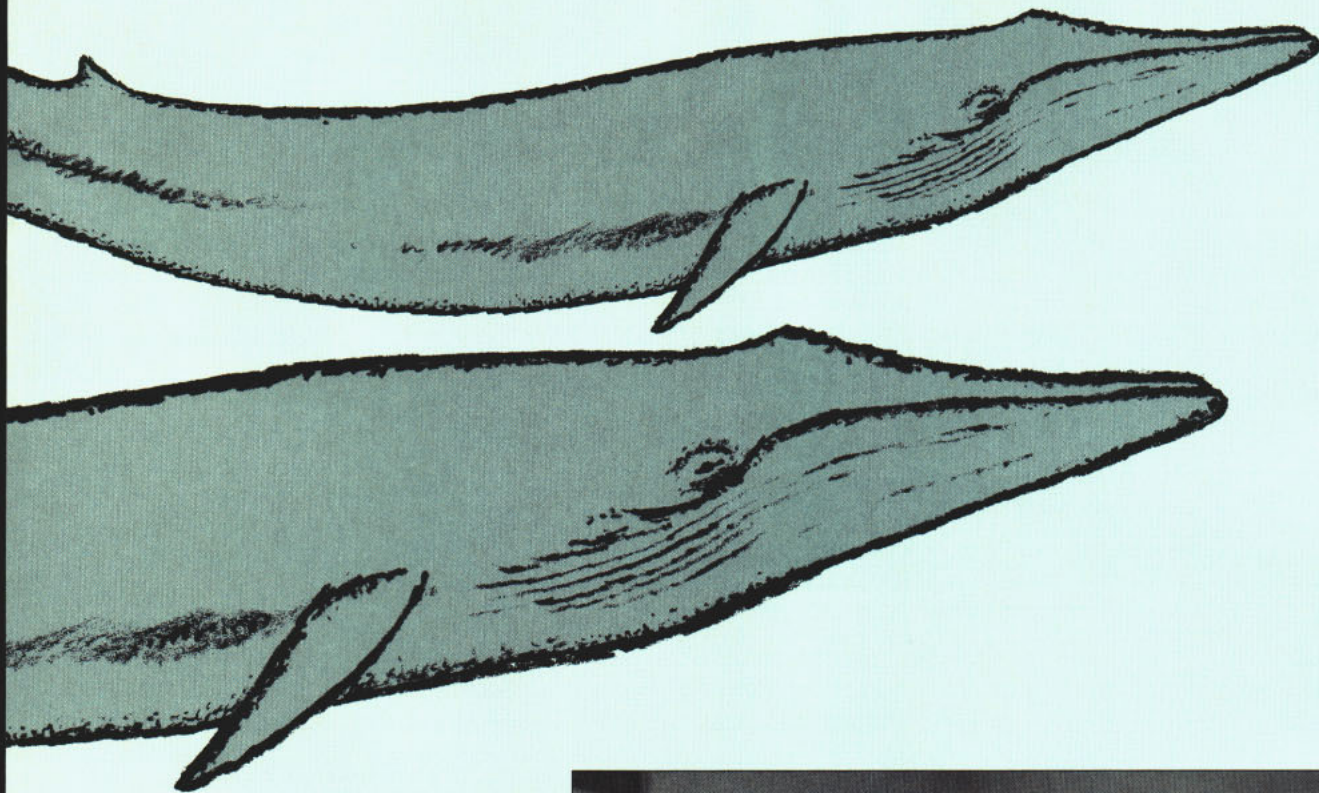
military purposes.

Cornell marine mammal expert Dr. Chris Clark said the sailors involved in the project produced tremendous results. "This has been the most important breakthrough in marine mammal study ever.

"In the first hour, we recorded more whale sounds than have been noted in all previously published scientific literature. It's not an exaggeration to say that in the first six weeks of this study there were more whale detections than exist in the databases of U.S. scientists who have been collecting data during the past 20 years on all species of whales combined," said Clark.

According to Clark, using the IUSS system for whale research is ideal from a conservation standpoint because it has no impact on the animals being studied. "In the past, most of what we learned about whales has been derived from killing them. That's a pretty sad statement, but it's true."

Expense and logistic difficulties limited most scientific studies of



Right: OTA2 Robert McGuigan and OTA2 Ginger Howell examine a visual representation of a whale recording in the Navy's IUSS Dual Use Facility at the Naval Research Laboratory in Washington, D.C.

whales to shallow water in coastal areas. *Whales '93* provided scientists access to whales in previously inaccessible, deep, "blue water" regions.

"For the first time, we had ears on the bottom of the ocean. So instead of being restricted to the coast, you are now a giant lying on the bottom of the Atlantic and you can hear the entire ocean," said Clark.

The ability to distinguish between the voices of whale species was a key discovery of *Whales '93*. Now scientists can pinpoint a particular type of whale at a given location at a specific time. Experienced OTAs are taking this a step further by recognizing the voice patterns of individual whales.

One particular blue whale, dubbed "Old Blue" by the OTAs at Dam Neck, was tracked for 48 straight days as he traveled 1,450 miles across the Atlantic. This whale's journey carried it from off the New England coast, down to an area near Bermuda, south to the Florida coast



and back north of Bermuda.

LT Chuck Gagnon, chief analyst and operations coordinator for the project, took a special liking to "Old Blue" and spent many late nights

keeping a watchful eye on the whale's meanderings. "I'd recognize that animal just like I'd recognize a submarine when it shows up again," said Gagnon. "This is my personal

Whales

blue whale, and it's very easy to recognize him. I've separated him from as many as seven blue whales that we were holding at one time.

"When I went through 'A' school 23 years ago, I was told these sounds were 'snapping shrimp,'" said Gagnon. "We never questioned it, our mission was submarines. It still is, that's job 1, but as an additional function we have been able to determine these sounds were originating from blue whales."

Advancing whale research wasn't the only goal of *Whales '93*. "We've been able to refine our positioning techniques we use for normal national defense work by working with the whales," said Gagnon. "It's given us a heckuva lot of knowledge about the Western Atlantic basin. We'll enjoy having better command and control of that environment by knowing what we face and what those other sounds out there are."

The core research for *Whales '93* was performed by OTAs at Dam Neck who scanned countless visual representations of the sounds picked up by IUSS. These representations, called spectrograms, allow OTAs to filter the sound picture and pick out particular noisemakers, like whales and submarines. One submariner noted it's easier to track whales than submarines because submarines try very hard to be quiet, while whales love to make a lot of noise.

Submarine tracker turned whale sleuth OTA2 Ginger Howell agrees that whale hunting is a more relaxed pursuit. "When you're dealing with Russian subma-

rines, you have time requirements to get that data out to the fleet. With the whales there is no rush, so there's more time to analyze the information and we've built quite a

With this year's study complete, the sailors and researchers involved in the project say they look forward to learning more about Earth's largest inhabitants next year with

Whales '94.

"We have done more in one year with the Navy's help than has been accomplished in 30 years by the scientific community," said Clark. "It came down to the trenches. That's where the success really came about. It

was the expertise of the operators who, on a day-to-day basis, were looking at the spectrograms, listening to the sounds and annotating that material. These sailors are first-rate scientists." □

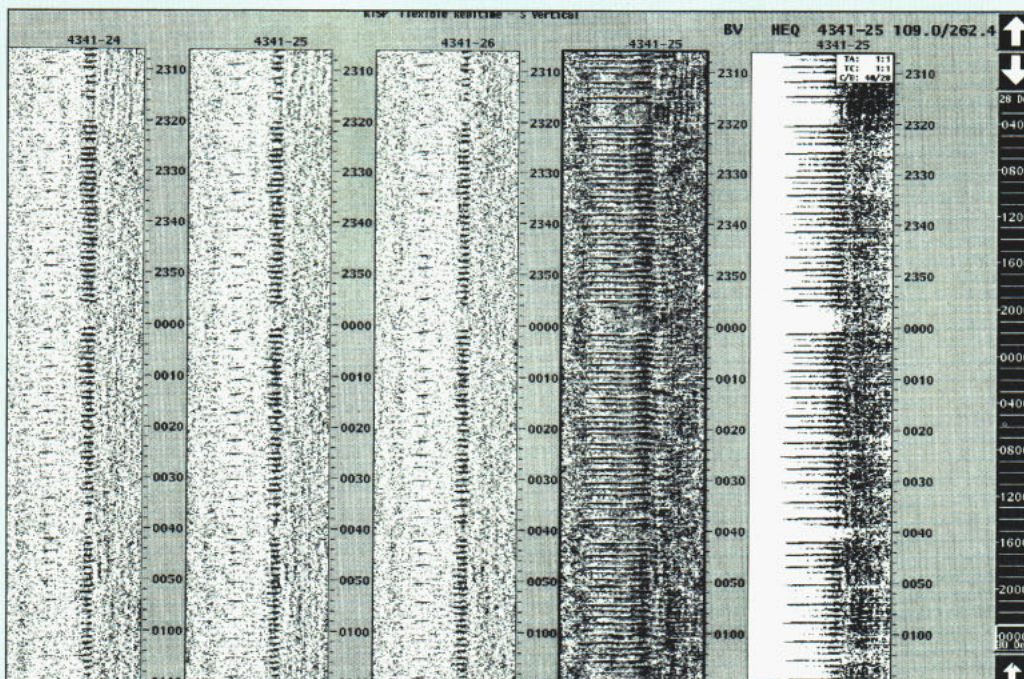
Stephens is a photojournalist for All Hands

"When I went through 'A' school 23 years ago, I was told these sounds were 'snapping shrimp.'"

database," said Howell.

The information learned from the project should pay big dividends toward the Navy's goal of lessening its impact on the environment. The Navy plans to use *Whales '93* data as an undersea locator service and avoid planning exercises and operations in areas found to have concentrations of whales. "We'll know that what we are doing isn't a problem for whales because they won't be there. We'll know they aren't there because we looked and made sure of it," said Howell.

Visual representations of sound recorded beneath the ocean, called spectrograms, are studied by ocean systems technician analysts tracking whale movements in the Atlantic. The sound noted on this spectrogram was made by a blue whale.



Capturing moments

Naval Imaging Command celebrates 50 years of naval photography

Story by JO2 Kevin Stephens

One picture is worth 1,000 words, especially for military strategists. Images can provide the key to unlocking the door to victory. For 50 years, Naval Imaging Com-

mand, the Navy's principal still and motion picture production activity, has provided the vital images needed by leaders and planners.

Driven by the pressing needs of war, the Navy formed a partnership with the Eastman-Kodak Company in 1943 and created the Navy Photographic Science Laboratory (NPSL), the activity that eventually became Naval Imaging Command. The state-of-the-art facility housed the latest innovations in still and motion picture production and processing.

During World War II, NPSL became a key intelligence center, where countless reconnaissance photographs were analyzed. Much of the planning for the D-Day invasion took

place in the lab where a huge photo mosaic of the Normandy coast was created to assist the mission planners. Later, during the Korean and Vietnam Wars, the facility became a clearing house for photos docu-

menting those conflicts. The command also produced thousands of military training films on a wide range of subjects.

One day after marking its 50th anniversary on September 30 at Naval Station Anacostia, Washington, D.C., Naval Imaging Command was disestablished and its functions absorbed into the Naval Media Center.

Here are some of the photographs from World War II that made a difference, helping to tell the Navy's role to America.

Stephens is a photojournalist for All Hands.

A chief petty officer directs the loading of a torpedo on a submarine at New London, Conn., circa 1943.

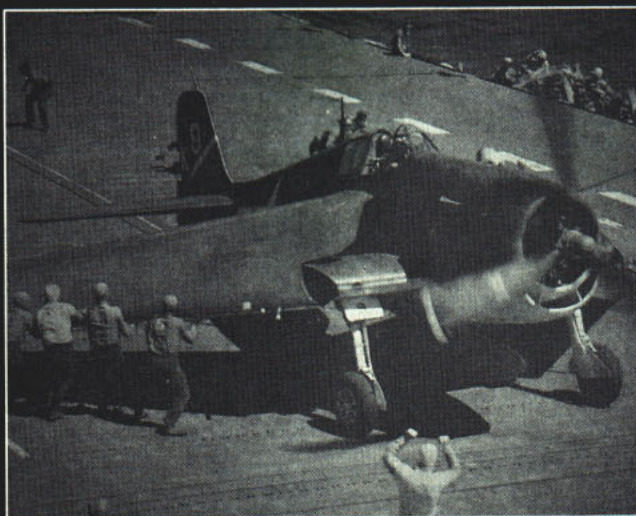


Photo by CAPT Edward J. Steichen

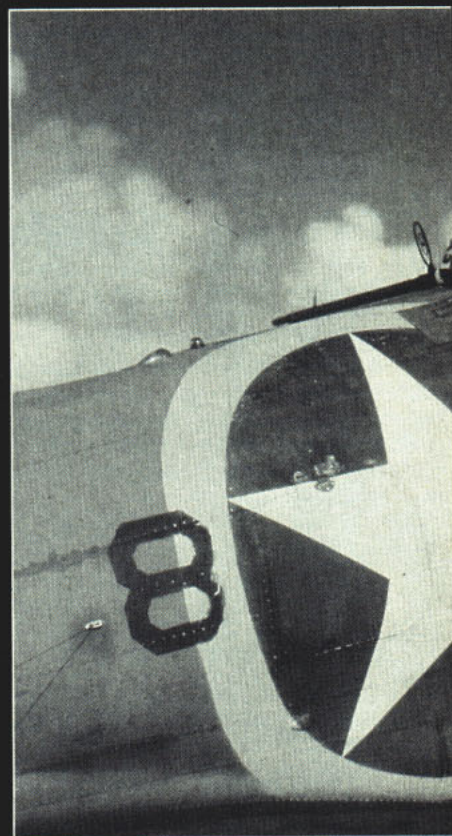
"... Photograph everything that happens ... But above all, concentrate on the men. ..." CAPT Edward J. Steichen, commander of the Navy's Combat Photographic Units during World War II.

Right: An F-6F moves forward to "spread" aboard USS Yorktown in 1944.

Below: Rare SO3C-3 Seamews on fantail catapult of USS Biloxi (CL 80) during shakedown cruise near Guantanamo Bay, Cuba, in Oct. 1943.



U.S. Navy photo



U.S. Navy photo

Right: Navy "Top Gun," CDR David McCampbell, shot down 34 Japanese planes during World War II in his F6-F Hellcat.

Far right: Aboard USS Lexington, VF-16 Commanding Officer, LCDR Paul D. Buie, briefs his pilots for an upcoming mission during the Gilberts Operation in December 1943.



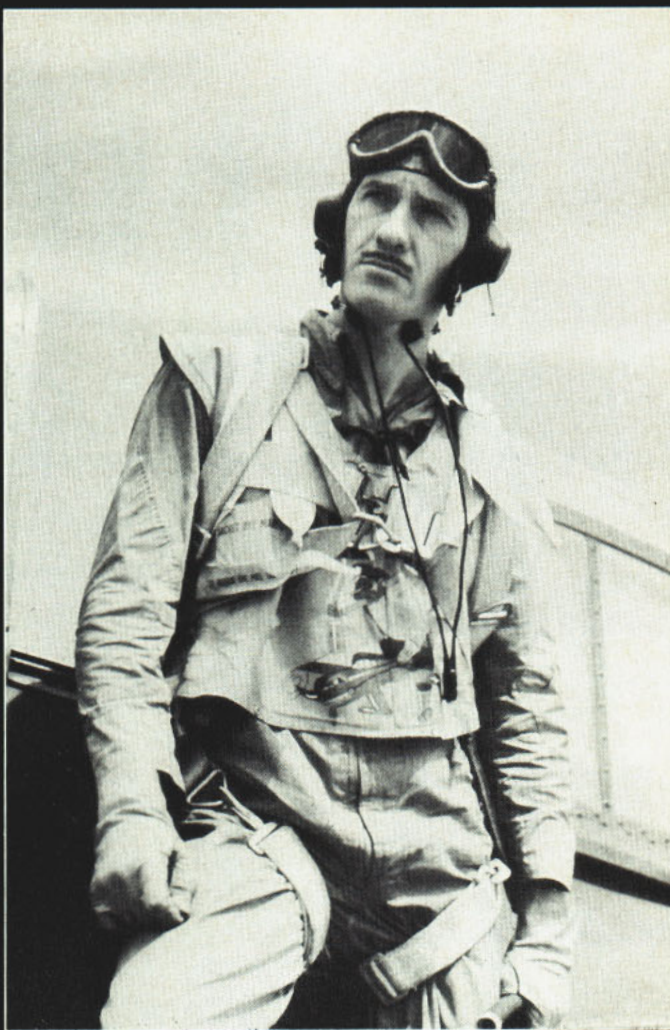
Photo by CAPT Edward J. Steichen

Right: Navy pilot, J.F. Gray stands on the wing of his *Hellcat* aboard USS *Yorktown* in October 1943.

Below: A Douglas SBD-3 *Dauntless* bomber's gunner tests his .30 caliber machine guns.



U.S. Navy photo



U.S. Navy photo



Photo by CAPT Edward J. Stechen

This is not a drill!

Story by JOC Bill W. Love, photo by JO1 Dan Hetlage

Unrelenting rain, swollen rivers and overflowing levies inundated mid-Western communities this summer, prompting the American Red Cross and other emergency relief agencies to sound the alarm. Navy recruiters in Manhattan, Kan., were quick to respond.

Radioman 2nd Class Roy McClain and Machinist's Mate 2nd Class Dennis J. Byrne, both of Navy Recruiting Station (NRS) Manhattan, called on their Delayed Entry Program members (DEPers) to help. With 17 of their 22 DEPers in tow, McClain and Byrne reported to the central fire station where relief efforts were being coordinated.

The future sailors were issued shovels and began filling sandbags to be used at a local residential area. "The waters from the north were draining into a reservoir with very little levee protection," said Byrne. "When it spilled over the top, the water flowed into the Big Blue River, which in turn flowed out to the Kansas River. They both rose excessively and backflowed, flooding the entire area."

"The [DEPers] performance was phenomenal," said Byrne. "These kids didn't waste any time getting in the action, pitching in and starting the bagging operation for the community. I was really impressed."

After finishing the sandbag effort, the NRS Manhattan DEPers assisted at Red Cross displaced-family shelters for a week, manning phone lines and distributing supplies.

Manhattan, Kan., — population 37,712 — is far from any Navy surroundings. But the way its Navy

recruiters and their DEPers quickly answered the community's call for help will make it tough for the townsfolk to forget their sailor neighbors. □

Love is assigned to Navy Recruiting Area 7, Dallas, and Hetlage is assigned to Navy Recruiting District St. Louis.

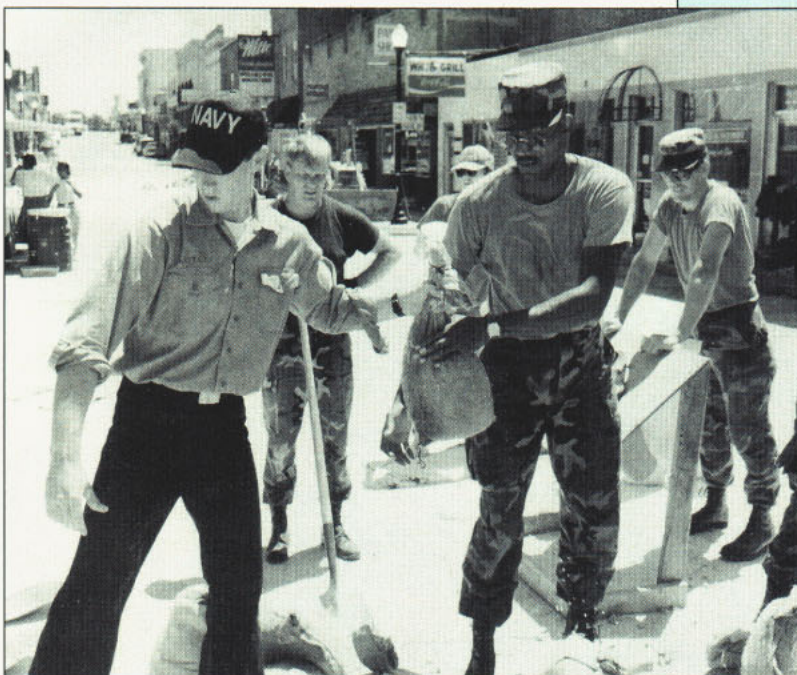
ICFR Braeden Battles helps Army, Air Force and National Guard personnel place sandbags along Main Street, in Festus, Mo. Authorities estimate the flood caused \$10 billion in damages throughout the Midwest.

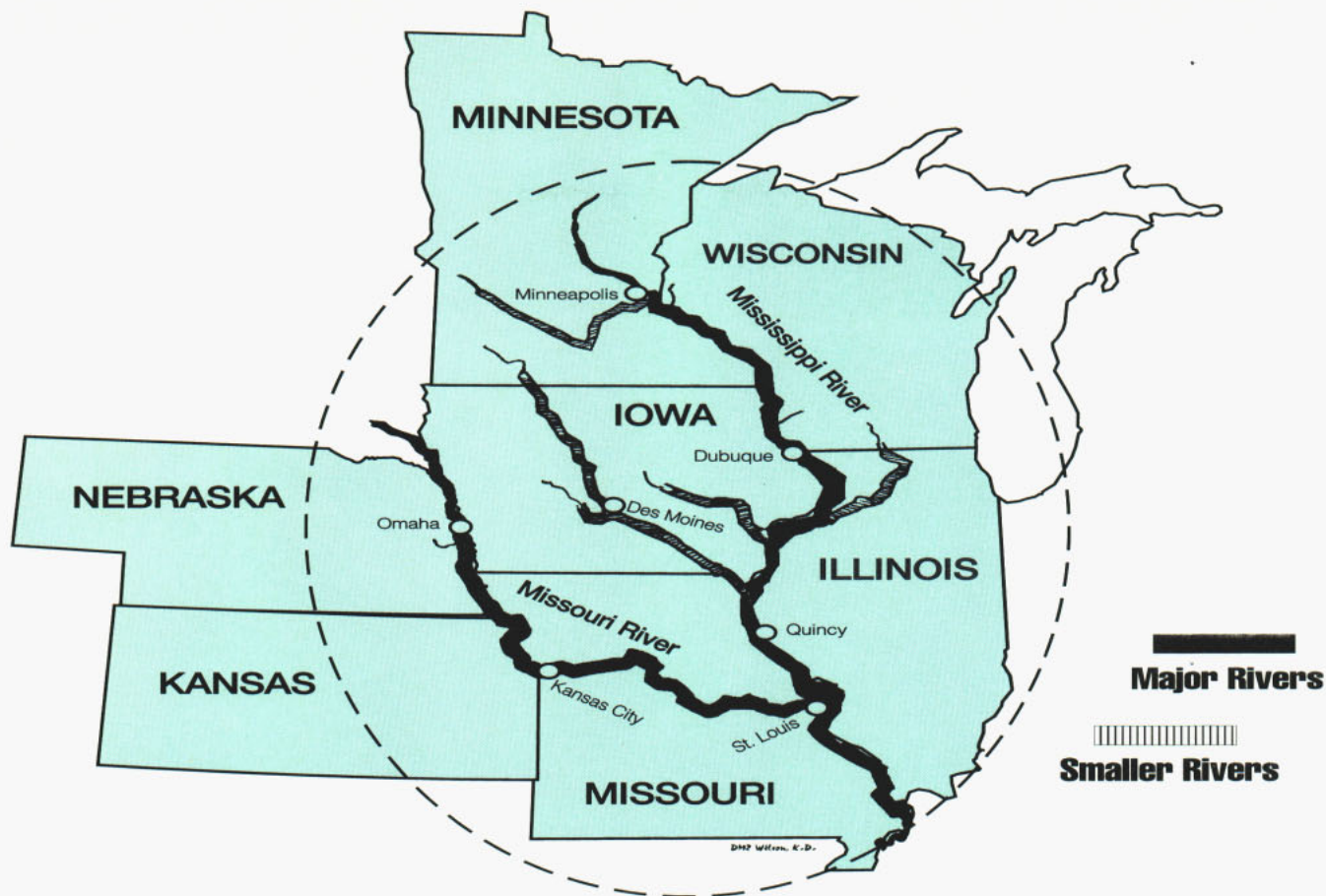
Sailors

When the "Great Flood of 1993" hit the Midwest head-on, sailors, along with the other armed services, were on-scene to shower the area with relief.

Recruiters, support personnel, Navy Delayed Entry Personnel (DEPers) and sailors on leave rallied to the aid of their communities. Though the work was hard and the heat unbearable, with temperatures in the mid '90s and humidity to match, an unending mountain of sandbags had to be filled, moved and placed ahead of high waters.

Navy volunteers, along with scores of others, began sandbagging when the waters first began to





shower the Midwest with relief

Story and photo by JO1 Dan Hetlage

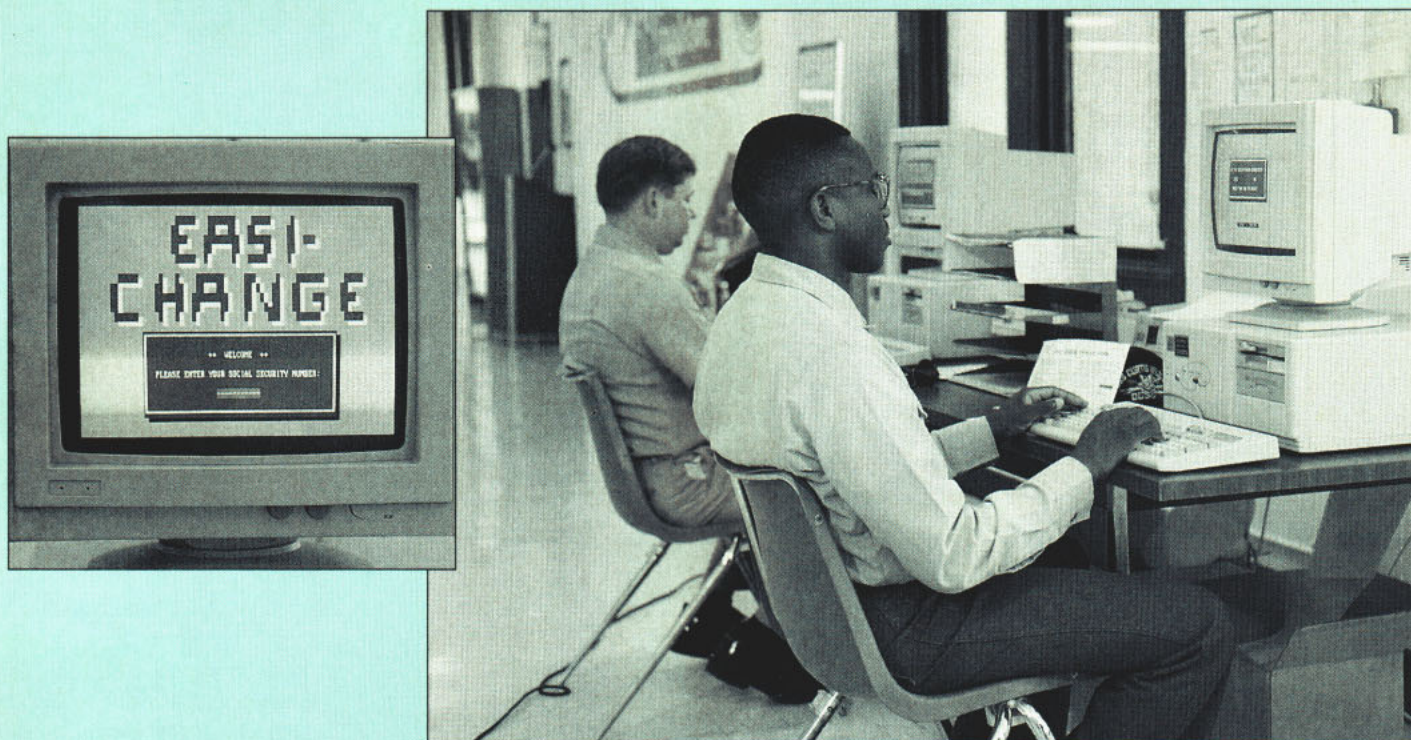
rise in early June. While sandbagging efforts were sometimes initially successful, many levees were not able to withstand the pressure for prolonged periods of time — thereby testing the can-do spirit of Navy volunteers.

In spite of the tragedy brought by the flood, the spirit of volunteerism has brought together a community within a community. And at the core of this new community are the Navy men and women being good shipmates to their midwestern neighbors. □

Hetlage is assigned to Navy Recruiting District St. Louis.

Everyone's life was affected by the flood and neighbor worked with neighbor to minimize the damage.





It's an EASI fix

Story and photos by JO2 Ray Mooney

Computers are making life a little easier for servicemembers and a little less hectic for disbursing clerks and personnelmen in the San Diego area. Three terminals tie customers directly into Personnel Support Detachment (PSD) San Diego's central database to make their own changes to personnel and pay records. The program is called EASI-Change, short for Easy Automated Service Information Change, and serves all 16 detachments of Personnel Support Activity (PSA) San Diego.

"The system is user friendly, so it's quite easy," said Disbursing Clerk 2nd Class Percy N. Barroquillo, the EASI-Change coordinator for disbursing at PSD San Diego. "All you have to do is sit down and it will tell you step-by-step what to do."

EASI-Change can perform four major transactions: starting and changing direct deposit accounts; starting, changing and stopping allotments; changing exemptions or marital status on W-4 forms; and changing addresses or adding dependents to Page 2s.

Making an error during the EASI-Change process isn't a problem either. "If someone makes a mistake, they can escape or cancel the transaction at any time," said LCDR Cathy Thomas, officer-in-charge at the Naval Station San Diego PSD. "If they make a mistake and don't know it, that's where the disbursing clerks or personnelmen come into it."

EASI-Change eases some of the workload on PSD personnel, but providing marriage licenses, birth certificates and direct deposit forms isn't a thing of the past. "The program doesn't require fewer documents," explained Personnelman 2nd Class Todd A. Jackson of PSD San Diego. "If a document is required, the member still has to bring it in. It's just that instead of the PN or DK entering it in the system, the customer does it."

"I'm starting an allotment," said Chief Electronics Technician (SW) James I. Fausett of the Mobile Technical Unit, Naval Station San Diego. "Usually going to the desk is time-consuming because you have to wait while others are taken care of. So far, this seems pretty easy and it takes less time. And time is money."

Future plans for EASI-Change will include variable housing allowance verifications, punching up your pay record to check your disbursing account, making changes to your record from a PSD away from your permanent duty station and a Navywide network that ties all PSAs and PSDs together. □

Mooney is a San Diego-based staff writer for All Hands.

Above left: The EASI-Change computer walks sailors through simple service record changes and makes sure each entry is correct.

Above right: Sailors save time for both themselves and the staff of PSD by using the EASI-Change system.

Facing incredible odds

Bodybuilder muscles into championship

Story and photo by JO2 Ray Mooney

Underdogs are popular in sports. Facing incredible odds and coming out on top is the stuff dreams are made of. Well, the dream is real for Gunner's Mate (Guns) 2nd Class George L. Conley, the new National Physique Committee California Novice Body-building champion.

In his debut appearance in a body-building competition, the 25-year-old competed in the lightweight class, taking top honors and then competed against three other weight classes for the overall championship.

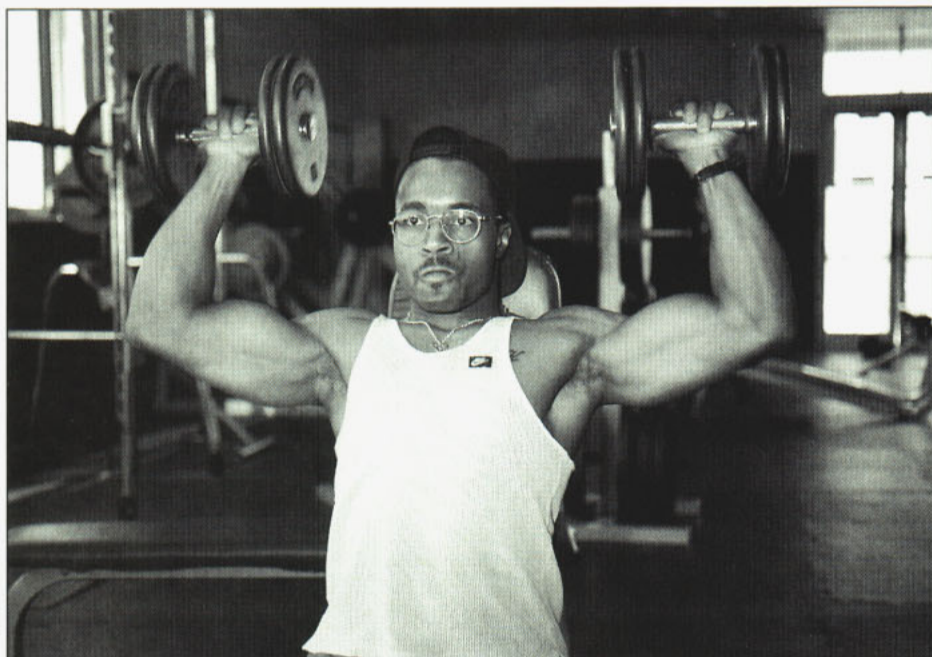
"It's pretty rare for a lightweight to beat out a heavyweight," the 5-foot-6-inch, 146-pound champion said of winning the overall title. "They have a lot more mass."

However, Conley's aggressiveness on stage proved to be the difference.

"During the final pose-down, I jumped down off the bodybuilders' platform," he said. "I got right down in front of the judges and took the focus off the heavyweight."

Conley said he has been training seriously for the last year and a half. "I have always admired professional bodybuilders and dreamed of one day standing on stage, posing in front of an audience."

Conley entered on the advice of a friend. "He showed me a tape of the



GMG2 George L. Conley pumps up in an effort to continue his success as a bodybuilding champion.

previous year's competition and encouraged me to try."

"Our shop has a good policy on working out," said GMC Rolland D. Ullery, Conley's supervisor at the Ship's Intermediate Maintenance Activity, Naval Station San Diego. "We encourage people to stay in good shape. We saw the sacrifices he was making in his own life to

achieve this goal and that set a good example for others in the shop." "Some of the guys in the shop have started using my diet along with their own workouts," Conley added. Low-fat, high-protein and carbohydrate meals are doing the trick. They may not all be bodybuilding champs, but it's a start. And the starting line is where underdogs begin their journey. ▣

Mooney is a San Diego-based staff writer for All Hands.

VC 8 helicopter crew rescues two boaters

A helicopter crew from Fleet Composite Squadron (VC) 8 recently rescued two civilians whose 25-foot catamaran capsized northeast of Naval Station Roosevelt Roads, Puerto Rico.

The helicopter shone a spotlight onto the boat, to mark its location some 50 feet away, and Byrd quickly swam to it.

After Byrd confirmed the two were in good condition, they



Shortly after 7 p.m., the Commander Fleet Air, Caribbean duty officer received notice that two people had been spotted atop an overturned catamaran eight miles from the base. Within minutes, a search and rescue helicopter was airborne to the last known position of the catamaran.

"We adjusted the data we had on the boat's position for sea current and surface drift, and flew to the area we calculated it should be," said LT John Grammer, aircraft commander. "After 20 minutes, we spotted the boat and dropped smoke to mark the location."

The SH-3 helicopter hovered above the boat and lowered Navy rescue swimmer Aviation Electrician's Mate 2nd Class Jon Byrd into the four- to five-foot waves.

were hoisted into the helicopter. The boaters were treated at U.S. Naval Hospital Roosevelt Roads and released. ■

Story by Commander Fleet Air, Caribbean public affairs office, photo by JO2 Tim Birchard.



Veteran musician bags his music

Music had been a big part of Anthony LaGreca's life until the summer of 1990, when he decided to bag it all. Bagpipe it, that is.

Chief Hospital Corpsman LaGreca admits that, as an Italian growing up in New York, bagpipes weren't exactly a household word. "My wife, Kathy, got me interested in them a couple of years ago," he said. "She'd always wanted to learn how to play them." So the couple joined the City of Denver Pipe Band.

LaGreca started playing the drums with the pipe band but found it not challenging enough and decided to take up bagpipes with his wife. His daughter, Theresa, also took up highland dancing and participates in Scottish festivals.

Learning to play the pipes takes dedication and endurance. LaGreca and his wife practice several hours each week, either by themselves or with the band. "When we practice at home now, the neighbors or pets don't complain anymore. In fact, it's kind of a novelty." ■



HMC Anthony LaGreca gives a demonstration on the techniques of playing the bagpipes.

Story by LCDR Roger Miller, photo by PH1 Nicholas Schafer; both are assigned to Naval Reserve Readiness Center, Denver.

Senior chief's decade of service on *America*

Senior Chief Boiler Technician (SW) Jerry Haueter has seen a lot of USS *America* (CV 66), going from seaman recruit to senior chief petty officer onboard. In 14 years of active-duty service, he has spent nearly 10 on the ship, seeing nine commanding officers come and go.

Haueter's first tour on *America* started in 1979 as a seaman recruit. During that tour he advanced



BTC(SW) Jerry Haueter, (right) Engineering Officer of the Watch, talks shop with *America*'s "Oil King," BTC Tom Jackson.

through 2nd class and was selected for 1st class before reporting to shore duty at Great Lakes, Ill. From there, he was assigned to USS *John King* (DDG 3) for a year-and-a-half. In 1990, he returned to the carrier. His long run with the ship came to a close recently when *America* returned to Norfolk and he transferred to Portsmouth, Va. Still, if he has his way, his days on the ship may not be over.

"Every stripe I ever put on was because of *America*," Haueter said. "[She] was the first place I actually got to put my clothes away and stay for more than a couple of years. I decided to stick around." ■

Story and photo by JOC Paul Brown, assigned to USS *America* (CV 66).

Sailor reunites with mother after 21 years

After 78 consecutive days at sea, most sailors and Marines embarked on USS *Theodore Roosevelt* (CVN 71) were eager to call home when the

and a photo album of baby pictures to Chaplain (CDR) Lee Guarnieri, TR's command chaplain. The letter, which arrived a few days before the



ship arrived in Rhodes, Greece. For one sailor, who works in the ship's carrier intelligence center's (CVIC) photo lab, it was a very special phone call.

For the first time in almost 21 years, Photographer's Mate 3rd Class George DelMoral talked to his mother, Nelida Maldonado.

When DelMoral was 3 years old, his father took him and moved to Miami. "My dad told me my mom's name and gave me a picture of her when I was 10 or 11 years old ... unfortunately the picture got lost." He still had hope of seeing his mother again one day.

His mother didn't give up hope either. DelMoral's uncle recently showed her a picture of her son and told her he thought he was in the Navy. She, in turn, hired a private investigator who found out he was stationed aboard TR.

Maldonado didn't know how her son would react so she sent a letter

PH3 George DelMoral examines the photo album his mom sent him, while his ship cruises the Adriatic Sea.

ship's visit to Rhodes, asked for help and for a possible meeting.

"I was so shocked and happy," said DelMoral. He nervously called his mother when the ship got into port. "I was scared because I didn't know how to start the conversation, but once I got going it was great ... I can't describe the feeling."

DelMoral told his mother that he and his wife, Maureen, are expecting a baby in November and she was going to be a grandmother. "We still have so much to talk about, but there are things better left to talking face to face. We both just thank God we found each other. We'll never lose each other again." ■

Story by JO3 Dave Fitz, photo by PH2 Mike Wagner; both are assigned to USS *Theodore Roosevelt* (CVN 71).

Russians invade the Big Apple

What must Lady Liberty have thought when she saw scads of warships headed into New York



Harbor? She probably breathed a sigh of relief when she found out it was the city's Sixth Annual Fleet Week celebration.

Two Russian ships, the guided missile destroyer *Bezuderszhny* and tanker ship *Sheksna*, were on hand to help commemorate this year's theme of the World War II Battle of the Atlantic. This spring visit marked the first time since 1917 the Russian navy sailed into New York Harbor.

It was a ship lover's dream come true to see the three-mile long flotilla of U.S. Navy, Coast Guard and Russian vessels pull into the harbor. The sailors were greeted by a thunderous applause from hundreds of flag-waving spectators gathered along the New York and New Jersey shoreline. The sound of *Bezuderszhny's* 21-gun salute heightened the level of excitement.

"I felt I was really in the midst of history ... with the Russians

on one side and the American ships on the other," said Sally Seiler, a spectator who enjoyed getting a first-hand look at the ships.

East met West when Russian sailors took to the streets of New York. Even though most of the sailors did not speak English, they found the language of the marketplaces universal.

Traveling in groups of 10 or more, the Russian sailors were quite a sight in their distinctly foreign uniforms. But it was their boyish grins and awkward charm that captured national media attention and



Americans hearts. Several private and civic organizations hosted luncheons and other activities as a symbol of comradery and hospitality.

"I thank the American people for welcoming us to this historic ceremony," said Russian sailor Igor Borovikov. ■

Story and photos by SN Dawn Kelly-Herbin, assigned to Naval Station New York Public Affairs.

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USS *San Jacinto* CG 56 Repair 3 personnel move to the outside of the ship to fight a simulated fire during a recent damage control drill.





Baggin' it ■ Page 42